

# The Hongkong Telegraph.

WEATHER FORECAST.  
FAIR.

(ESTABLISHED 1881.)

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April 15th, 1912, Temperature a.m. 66, p.m. 78; Humidity...90, 85.

April 15th, 1911, Temperature a.m. 67, p.m. 68; Humidity...89, 86.

No. 8761

號九廿月二年子壬

TUESDAY, APRIL 16, 1912.

二拜禮 號六十月四英港香

488 P.M. AMER.  
SINGAPORE 10 CENTS.

## TELEGRAMS.

### HOME RULE.

#### BALFOUR CHEERED.

[Service to the "Telegraph."]

Bombay, April 16, 6.50 p.m.

Mr. A. J. Balfour was cheered when he resumed the Home rule debate before a crowded House of Commons. He ridiculed the safeguards and said that Mr. Asquith's initial experiment in Federation was lopsided, botched, and utterly unworthy of British statesmanship. He severely criticised the financial provisions and said he did not believe that English and Scotch members would support the insane suggestion that the future Federal system should be divided by customs barriers.

#### A REVERSION OF POLICY.

He pointed out that the position of the constabulary was absolutely impossible. If Ireland could use the customs against foreigners the Government would be involved in appalling difficulties which would arise from the folly of trying to reverse the true policy of National development. All nations looked to the future with anxiety and misgiving, and great social communities felt that they must maintain their place by integration not by disintegration.

#### STRIKING CRITICISM.

London, April, 15 7.35 p.m.

In the House of Commons, Mr. A. J. Balfour asked the Government whether they thought of the absurd scheme of the last decade. If the Nationalists really believed that Ireland was a nation they would not and ought not to be content with such a makeshift.

They desired to see the Irish as free as the English and the Scotch, and cooperating in the great work of the Empire. He maintained that they had such freedom under the present system.

South Africa was a great dominion conscious not only of her place in the Empire but of her special difficulties and dangers. South African statesmen realised when they rejected the schemes for a Home Rule Federation, and adopted a closer union, that a country so constituted could alone do best rapidly, conclusively, and decisively against some imminent danger. What was the position of Britain in times of danger with this lopsided Federalism? There was only a fair-weather constitution.

## TELEGRAMS.

### HOME RULE.

#### MR SAMUEL'S REPLY.

[Service to the "Telegraph."]

London, April 15 7.35 p.m.

Mr. Herbert Samuel said that Mr. Balfour's arguments against the Bill might be equally and lastly advanced against any scheme of Colonial self-government. He pointed out that six years ago Mr. Balfour had described the grant of self-government to South Africa as a reckless experiment. Experiences of a hundred and fifty years proved it was the denial and not the grant of Home Rule that led to separatist tendencies. Colonial autonomy was not only not inconsistent with but essential to Imperial unity. Appeals were being continually received from all parts of the Empire urging Home Rule for Ireland. Appeals came not from statesmen of the Irish Race but from such men as the Rt. Hon. Lord Balfour and Sir Joseph Ward; while the late Cecil Rhodes, an Empire Builder if ever there was one, spoke from the grave in favour thereof.

#### AN UNSOUND POSITION.

Mr. Samuel said that the financial experts who enquired into English and Irish finances prior to the drafting of the Bill found the situation so utterly unsound that they actually recommended complete fiscal autonomy for Ireland and an annual subvention of £900,000, but the Government was unable to accept the recommendations for various substantial reasons. The whole of the Irish revenue would continue to be paid into the Imperial Exchequer so long as the deficit lasted. The total sum transferred annually from the Exchequer would be about six millions, but that was not a grant from the British taxpayer as it was derived from Irish taxes. The total cost of reserved services would be about five millions of money and the loss thereon at the outset would be two millions. But if the present rate of Irish progress continues this will gradually diminish and will disappear in ten years.

The Irish Government will be authorised, if it is desired, to borrow money for the purpose of national development and the Irish Exchequer Board will have power to issue loans and to make provision for the payment of the interest on the sinking fund from the transferred sum.

## TELEGRAMS.

### HOME RULE.

#### THE FINANCIAL ASPECT.

[Service to the "Telegraph."]

London, April 15, 7.35 p.m.

Mr. Samuel in dealing with finance said that it would be unjust in the first instance to burden Ireland with the whole deficit. The state of her finances was not her fault but the result of English financial administration. Her revenue was paid on and Irish real and her expenditure was on an English scale. Therefore it was obviously indefensible, after accustoming the Irish to this scale of expenditure, to impose on them the burden of finding the whole expenditure.

#### THE DEFICIT.

If it was not assisted, the new Irish Parliament would be faced in its first year with a deficit exceeding one-fifth of the whole revenue which would mean a fifteen to twenty percent increase in taxation.

At the same time it was unjust that the deficit should be permanently borne by the British taxpayer. He was convinced that when Ireland was prosperous she would willingly assume a just share of the burden.

#### GOVERNMENT'S SCHEME.

The Government's scheme provided that the finances of the one country would not be appreciably disturbed by a change in the finances of the other. If the Irish Government was able to effect economies it would be free to reduce any taxes it liked—such as pressed most heavily on the poorer classes, namely customs duties, especially tea and sugar. It was impossible, however, to give it unfettered control of customs as that was inconsistent with the general policy of the Government.

#### UNIONIST QUESTIONS.

London, April 15, 4.5 p.m.

The Unionists continue to mercilessly assail Home Rule, concentrating their attention to the question of finance and the nominated Senate. They are demanding to know whether the Catholic bishops are eligible for appointment. There are indications that the number is multiplying of Liberals who are prepared to waive the principle of nominations for the Senate, and substitute therefor proportional representation, which would be more acceptable to the Unionists.

#### VETO PROVISIO.

Mr. T. P. O'Connor, in a speech delivered in London, significantly remarked that his friends were quite open to deal with the matter. In consequence of a general desire for further light on the financial proposals, the Right Hon. Mr. Herbert Samuel follows Mr. Balfour to-night, detailing the Government's intentions. The "Daily Mail," alluding to the veto proviso, declares that the Natal case in 1906 showed the perils of such interference. Mr. Redmond has received a number of congratulatory telegrams from the colonies. General Botha telegraphs "Wish the Bill all success," while Mr. Ward, the ex-Premier of New Zealand, said the Bill would contribute enormously towards the solidarity of the Empire.—*Reuter.*

## TELEGRAMS.

### LARGEST LINER.

#### TITANIC HITS BERG.

[Service to the "Telegraph."]

London, April 15, 6.25 p.m.

Reuter's correspondent at New York states that the liner Titanic has sent a wireless message to the effect that she has collided with an iceberg, and she asks for assistance. The Virginian, Olympic and Baltic are hastening to render aid to the vessel. The Virginian was 170 miles from the Baltic and two hundred miles from the Titanic. The last message from the Titanic to the Virginian was blurred, and ended abruptly. A message from Reuter's correspondent at Cape Race states that the Titanic is reported to be sinking by the head. The women are being taken off the vessel in lifeboats. It was reported that last night, at 10.25, the vessel had struck an iceberg, and that she required immediate assistance.

#### HER MAIDEN VOYAGE.

Bombay, April 15, 8.30 a.m.

The Titanic is the largest vessel afloat and was on her maiden voyage. She left Southampton, on April 10 with 2,000 passengers aboard. There were 320 first class passengers who included Mr. Hays, president of the Grand Trunk Railway, Mr. Ismay, chairman of the White Star Line, Countess Rothes, Mr. W. T. Stead, Bankers Guggenheim, Widener and Straus, and Colonel Astor.

#### GREAT ICEFIELD.

London, April 15, 1.35 p.m.

Canadian and American liners report an icefield extending for a hundred miles off Newfoundland. The enormous icebergs are regarded as phenomenal. The Carmania and the Niagara had a perilous time, the latter being twice damaged and holes made in her side. Four other liners were more or less damaged.—*Reuter.*

#### TITANIC SINKING.

London, April 15 5.5 p.m.

Reuter's New York correspondent says it is officially announced that a wireless message has been received from the steamers which are towing the Titanic to the shoal water at Cape Race for the purpose of beaching her, as she is sinking.

#### PASSENGERS SAFE.

Bombay, April, 16, 0.40 a.m.

A message from Montreal, sent at 8.30, states that the Titanic is still afloat and is heading for Halifax. The women and children are still aboard though lifeboats are in readiness. It is considered that the bulkheads will prevent her from sinking. A later wireless message states that the Parisian and the Carpathia are standing by and that all the passengers have been taken off. A wireless message received at New York states that the passengers are gradually being transferred to the Parisian and to the Carpathia by boatloads. The Olympic and the Baltic are nearing the Titanic.

## TELEGRAMS.

### CHINA IN TRANSITION.

#### THE BELGIAN LOAN.

[Service to the "Telegraph."]

Reuter's correspondent at Peking states that the Government in replying to the four nation protest against the Belgian loan states that it appears probable that the Belgians will join the international group in order that the political deadlock may be overcome. The imperative need for funds is again causing the Government extreme anxiety.—*Reuter.*

#### RUSSIA AND THE LOAN.

London, April 15, 1.35 p.m.

The Paris correspondent of Reuter states that France and Russia have completely agreed regarding the latter's participation in the Chinese loan.

#### A SATISFACTORY REPLY.

[Our Own Correspondent.]

Shanghai, April 16, 9.15 a.m.

Yuan Shih-kai's reply to the four-nation protest is considered fairly satisfactory and straightforward. Acceptance of the facts opens a way to a resumption of negotiations with the international group on the return of Tang Shao-yi.

#### FILLED AT LAST.

[From Chinese Sources.]

Shanghai, April 15.

President Yuan has appointed Vice-President Li Yuan-heng as Chief Advisor to the General Staff.

#### MOVING TO PEKING.

Tang Shao-yi left Shanghai for Peking by the s.s. San Chang this evening. He was accompanied by Hung Li-hing, Tsai Yuen-pui, Sun Kow-yun and other members of the new cabinet.

#### THE FIRST RESIGNATION.

The first resignation from among the appointments recently made is that of Si Shu-ki who is desirous of relinquishing the post of Minister of Communications.

#### YUAN'S INSTRUCTIONS.

President Yuan Shih-kai has telegraphed to the various Governors general of the provinces instructing them to resist any interference by foreigners in financial administration.—*Shat Po.*

## TELEGRAMS.

### TRADE COMMISSION.

#### A GRAVE ERROR.

[Service to the "Telegraph."]

London, April 15, 3.50 p.m.

According to the "Daily Telegraph," the omission of India and the Crown Colonies from the scope of the Trade Commission was a grave error. It suggests that the participants should be approached telegraphically with a view to widening the field of inquiry. Mr. Charles Roberts, M.P., has given notice of a blocking motion with calls attention to Unionist dissatisfaction with the terms of reference.—*Reuter.*

#### AMERICAN ELECTIONS.

#### TAFT'S LEAD.

[Service to the "Telegraph."]

London, April 15, 3.25 a.m.

Reuter's correspondent at Philadelphia states that in the primary elections in Pennsylvania Mr. Roosevelt decisively defeated Mr. Taft, securing the support of more than five-sixths of the delegates to the National Convention. Mr. Taft, however, has still a big lead in other States.—*Reuter.*

#### A BITTER STRUGGLE.

London, April 15, 11.20 a.m.

Mr. Roosevelt's unexpected victory at Pennsylvania, after that at Illinois, shows the Presidential struggle to be of the bitterest nature.—*Reuter.*

#### MONROE DOCTRINE.

#### KNOX'S CONVICTION.

[Service to the "Telegraph."]

London, April 15, 3.25 a.m.

Reuter's correspondent at Havana states that an authoritative statement has been issued to the effect that prior to Mr. Secretary Knox's departure homeward on the conclusion of his tour in Central America he was convinced of the necessity for the continuation of the Monroe doctrine, and that it was incumbent upon the United States to see that the Latin-Americans maintain stable Governments and observe their international obligations.—*Reuter.*

#### MINIMUM WAGE.

#### FURTHER CLAIMANTS.

[Service to the "Telegraph."]

London, April 15, 3.25 a.m.

Two thousand shop assistants and waitresses attended a demonstration in Trafalgar Square yesterday afternoon in favour of the demand for a minimum wage.—*Reuter.*

## TELEGRAMS.

### CANADA'S TRADE.

#### A SUGGESTION.

[Service to the "Telegraph."]

London, April 15, 5.15 p.m.

Mr. O. S. Davison who represented West India on the committee in the negotiations between the West Indies and Canada has expressed to Reuter his great satisfaction with the terms of the trade agreement. It might be expected, he said, that Canada would now turn her attention to Australia and South Africa, with a view to securing a similar agreement.—*Reuter.*

#### THE FOURTH ARM.

#### GOVERNMENT'S PURCHASE.

[Service to the "Telegraph."]

Bombay, April 16, 0.40 a.m.

A message from London of yesterday's date states that the Admiralty has taken over M. Provost's aeroplane.—*Reuter.*

#### U.S. AND MEXICO.

#### A WARNING.

[Service to the "Telegraph."]

London, April 15, 5.30 a.m.

Reuter's correspondent at Washington says the Government has notified Mexico that the United States will hold her responsible for wanton irregularities in the sacrificing and endangering of American lives and destroying American property. The rebel leader has been similarly notified.

#### A STRONG NOTE.

London, April 15, 1.55 p.m.

Reuters New York correspondent states that the American note which is the strongest yet delivered to Mexico declares that the continuation of illegal acts conduces to difficulties which it is to the interest of all true Mexican patriots, as it is the desire of the United States, to avoid.—*Reuter.*

#### L'ENTENTE CORDIAL.

#### HAPPY SPEECHES.

[Service to the "Telegraph."]

London, April 15, 1.35 p.m.

Reuter's Paris correspondent says the papers completely approve of M. Poincaré's speeches as justifying, in the happiest manner, the Anglo-French entente.



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MONGOLIA	27,000	"	May 20	"
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China	10,200	"	Apr. 23	"
Nile	11,000	"	"	"

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The S.S. "WARDHA," now loading will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 16th April, 1912, at noon, followed by the S.S. "MUTIRA" on 25th April, taking cargo and passengers at current rates.

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Hongkong, 18th April, 1912.

## Notices

## PEAK TRAMWAY CO. LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.

## NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.10 p.m.	every 15 minutes.
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## SUNDAYS.

7.30 a.m.	
8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 6.00 p.m.	" 10 min.
6.00 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 8.10 p.m.	" 10 min.

## NIGHT CARS as on Week Days.

## SATURDAYS.

Extra Cars at 11.45 p.m.

## SPECIAL CARS.

Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.  
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Hongkong, 3rd Nov., 1911.

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[8]

## Notices

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## THE

VICTORIA DISPENSARY.

Hongkong, 1st Feb., 1912. [129]

## AERTEX

## CELLULAR.

## REGAL

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and

OUTFITTER.

21, Hongkong Hotel Buildings,

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4-20 BOUTON ROUGE 1  
2-80 FELUCCA 2  
2-50 NILOMETER 3

ALSO STARTED 12 OTHERS  
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**BOUTON ROUGE  
FELUCCA AND  
NILOMETER**  
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JOHN TAYLOR,  
MANAGER.

Hongkong, 30th January, 1912.

[112]

OUR NEW O. B. BREW, manufactured exclusively from the finest Bohemian Hops and German Malt by an Expert German Brewer. May be had from dealer or from the undersigned.



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Hongkong, 23rd September, 1911. [42]

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Hongkong, 10th April, 1912. [200]

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The plan can be seen and all particulars obtained at the Office of Messrs. PALMER & TURNER, Alexandra Buildings, 3rd Floor.  
Hongkong, 15th March, 1912. [244]

## OFFICES in King's Building.

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Hongkong, 15th Dec. 1911. [65]

## BAMEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

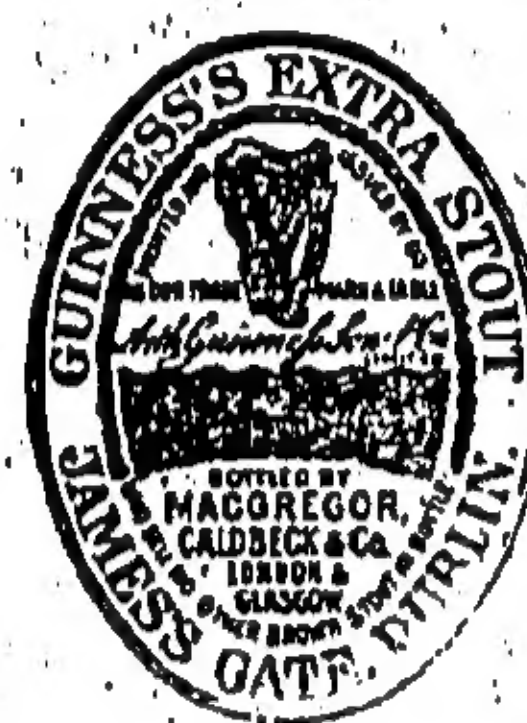
Develon's, Pictorial & Engraving.

Hongkong, 1st Nov. 1911. [44]

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Hongkong, 25th January 1912.

[46]



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THE GREAT RAYMOND has  
appeared before King Edward VII,  
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Manuel, King Alfonso and has received  
Many Decorations.

Prices: \$3.50, \$5, \$7, and \$1.  
Booking at MOUTRIE'S  
Later Car to the Theatre.

Hongkong, 15th April, 1912. [304]

## OUR CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

## The Home Rule Proposals.

It is interesting to note the differences that exist between the newly proposed Home Rule bill and those fathered by Mr. Gladstone. Mr. Gladstone's first bill of 1886 asserted the supremacy of the Imperial Parliament merely in a saving clause inserted among "miscellaneous provisions." In 1893 this very necessary declaration was more emphatically enacted, finding place in the second clause, which ran, "the supreme power and authority of the Parliament of the United Kingdom shall remain unaffected and undiminished." This was due of course to the storm of constitutional and patriotic criticism which the first proposals evoked. Mr. Asquith has evidently varied the wording of the provision slightly but its sense remains in the expression contained in the first clause of his bill, that "the supreme authority of the Imperial Parliament remains unimpaired." The constitution of the proposed Irish Parliament is radically different to the proposed form set forth in the bill of 1886. Then it was to consist of a single legislative body.

Daily Press.

## Hongkong and Wireless

## Telegraphy.

Presumably when the contract (a wireless installation) for Hongkong is let the terms and conditions will be very similar to those arranged for Singapore, and it is a point of some interest to the Colony to know what proportion, if any, of the £60,000 payable to the Marconi Company it will be required to bear. The other wireless telegraphy installations already in existence in the Far East, we believe, have been provided at a much lower cost. Japan has several stations. She has recently set up a powerful installation at Dalny. Germany has provided one at Kiaochow. There is one even in Peking—in the Italian Legation compound, we believe—which maintained communication with warships at Taku during the recent crisis in the North. The Government of Philippines, with the assistance of United States Army and Navy officers, have prepared plans for a system of wireless stations in the Islands, which President Taft in his message to Congress last February recommended for adoption. "In view of the fact that a wireless system will greatly add to the safety of shipping in the China seas," said the message, "and will be of paramount importance to both the Army and Navy in time of war, it is considered highly advisable that an official system of wireless telegraphy be installed with as little delay as possible in these islands." When all around us we see wireless telegraph stations being provided we can ill afford to tolerate further delay.

South China Morning Post.

## Canton's Sanitary Problem.

Hongkong provides the object lesson for many of the innovations that are being put to the test in Canton at present, and none is hailed with more satisfaction than the apparently genuine effort now being made to improve the sanitation of the big city, so long regarded as the breeding place of all the ills which in the past have been so detrimental to the interests of this colony. There are few innumerable which bind very closely the two great cities of the south and it does not seem too much to hope that some day in the not distant future those responsible for the health of the two places may co-operate in a manner which will ensure the best results for both. Until such co-operation is obtained and extended to embrace a number of other large towns in the vicinity's complete immunity from those disastrous periodic scourges which afflict this part of the world may remain any other gains be achieved.



## LEGISLATIVE COUNCIL.

## The Colony's Flag.

At the Legislative Council yesterday the Hon. Mr. H. E. Pollock, K.C., asked the following questions standing in his name:—

With reference to the Matched which is being put up on the lot of land to the West of the Hongkong Club, will the Honourable the Director of Public Works state:—

(1) Who is erecting the said matched;

(2) For what purpose the said matched is being erected and subject to what terms and conditions;

(3) For what reason the said matched contains two stories;

(4) Whether any rent is to be paid by anybody, and, if so, by whom for the use and occupation of the said matched;

(5) Whether it is intended that any, and, if so, how many coolies and/or workmen should be housed in the said matched, and for what reason or reasons;

(6) If the said matched is being erected in connection with the carrying out of any Public Work, what is the nature of such Public Work, and what is the contract-price for the completion of the same;

(7) Why are bricks being piled up on the ground to the North of the said matched?

## The Replies.

The Director of Public Works replied as follows:—

(1) The shed is being erected by Kang On, contractor.

(2) The matched is being erected as a shelter for workmen who will be employed in dressing stone in connection with the contract for the erection of railings to enclose the areas to be laid out as gardens. The permit issued is for the period ending 30th instant. It will be renewed as required. The permit is for one large shed to be used as a shelter and three small sheds for office, kitchen and latrine purposes. The sides of the large shed towards Connaught Road and the Hongkong Club are to be close-boarded and the remaining sides are to be open. The only condition is that these sheds may not be used for habitation.

(3) No permission has been given for the erection of a two-storied shed. Before these questions reached me the Contractor had been instructed to remove the superstructure intended for an upper storey.

(4) No rent is to be paid.

(5) No coolies or workmen will be allowed to live in the shed, but this does not apply to watchman.

(6) The first part of this question has been answered above. Contract time 7 months from March, 4 1912. The amount of the contract is \$11,286.25.

(7) The bricks are for building kitchen and latrine for the workmen.

## High Art at Wapping.

The Colonial Secretary moved the following resolution:—Resolved that the existing badge of the Colony is not only inartistic but it is unsuitable for reproduction especially on flags, etc., and resolved therefore that the design laid on the table, being both simpler and more artistic, be substituted thereon on a date to be hereafter notified in the Government Gazette.

In doing so he pointed out that since the resolution was last discussed, a young lady resident in Hongkong had designed a badge consisting of a naval anchor and a Chinese grapple crossed underneath an imperial crown. This was submitted to Sir F. Lugard and approved by him, and subsequently circulated among the members of the Executive and Legislative Councils, who decided by a vote of 8 to 6 to retain the old badge.

"I confess" said the speaker, "that this decision was a great surprise to me, and before accepting it as final I would like to give hon. members a short account of the origin of the existing badge as recorded in the archives of my department. It would appear that in the spring of 1860, the Crown Agents for the Colonies approached an oilman at Wapping with the request that he would design a badge for the Colonial flag of Hongkong. An economical bargain was driven and for a fee of some £3 the existing badge of the Colony was painted. It was then set in a blue ensign and sent out to Hongkong as the flag of the Colony. Local opinion was not consulted, and it seems that the artistic feelings of the community received a rude shock when the new flag was first unfurled.

An Artistic Volute Face. The Colonial Secretary then gave details of letters written by Sir Richard Graves Macdonald protesting that the design was unsuitable and pointed out that in 1870 a new design was approved consisting of a blue ensign with a white crown over the initial letters of the Colony, but for some reason the flag was never sent out to Hongkong.

In conclusion he remarked: "In 1869 the Governor, the Executive Council, the Community of Hongkong and the Secretary of State for the Colonies agreed in condemning the badge which had been foisted upon us willy nilly by the then Crown Agents. If it is the case to-day that a complete volte face has taken place, and that the community has at last educated itself up to Wapping standards of fine art, then I have no more to say and I can only beg for leave to withdraw the resolution now standing in my name. But I find it hard to believe that this is so, for I am reluctant to think that it is only a minority in this Council to-day which agrees with the Council of 1869 in considering the existing badge 'decidedly obnoxious.' I do not at the moment press for the adoption of any particular new design, but I do press for an expression of opinion by this Council that the existing badge is extremely defective both in design and in execution and that a fresh and more suitable design should be substituted for it."

## Lacking in Dignity.

The Hon. Mr. E. Osborne did not pretend to the artistic temperament of Wapping, but he thought that the present design was lacking in dignity.

The Hon. Mr. C. H. Ross agreed that the existing badge was inartistic, but it had the dignity of old age. He was of the opinion that a small improvement such as the addition of a pagoda or a junk with the Peak in the background would meet the case.

The Hon. Mr. Hewitt agreed with the previous speaker and remarked that no proposal had been put forward which in any way compared with the old flag.

His Excellency—I must say that I am not enamoured of the present badge of the Colony; it came out three months before I was born. It has, however, the merit of antiquity. The difficulty is that we cannot get any member to agree to anything else, and therefore I am afraid, we shall have to stick to it.

The Colonial Secretary—I beg leave to withdraw the resolution.

## Miscellany.

The bill entitled "An Ordinance for promoting the General Revision of the Law by repealing certain enactments which have ceased to be in force or have become unnecessary, by amending certain other enactments which stand in urgent need thereof, and by incorporating certain amendments in their respective principal Ordinances, and for repealing Ordinance No. 40 of 1911, and replacing it by a new Ordinance" passed its third reading.

The Ordinance to provide for the deportation of undesirable aliens was read a third time, as was also the Ordinance amending the law relating to Dangerous Goods, and the Ordinance prohibiting the importation and circulation of foreign copper and bronze coins.

The Ordinance to amend the Magistrates Ordinances was left in Committee.

## HERE AND THERE.

## The King's New State Coach.

The King's new State coach, a matchless piece of British workmanship, has been taken to Buckingham Palace. This is no rival of the massive gilded coach which appears on occasions of full State. It is lighter and less gorgeous. The body is dark in colour, but the panels are made splendid by the full Royal Arms. The frame is of British ash, and, from first to last, the coach took twelve months to build. It takes the place of the one that was burned a year ago.

## The Kaiser's Signature.

A Berlin graphologist has devoted his attention to the Kaiser's signature. To begin with, says the expert, there is a crochot, a sign of pertinacity, followed by a vertical dash, showing audacity, energy, regardless of any obstacle. Then there is an acute angle, a sign of firmness and aggressiveness. The first stroke of the "W" indicates a feeling of superiority over the rest of the universe. The termination of the Imperial "W" suggests that the Sovereign sometimes finds himself struggling with the multitude of his thoughts or the power of his instincts.

The other letters forming the signature show similar characteristics, the graphologist proceeds. The final "m" is indicative of great diplomacy, which to the analyst suggests subtlety. The letter also suggests the impossibility of the suppression of the "ego." The flourish which terminates the Imperial autograph shows a suppleness of spirit, a desire to be loved, also self-esteem. The two terminating points indicate defiance, and generally the characteristics are those of an extraordinary imagination.

## Niagara Falls Treaty.

The treaty between Great Britain and the United States which has just come into operation, by which a strict limit is set to the amount of water the power companies operating at Niagara Falls may take from the Niagara River, has become essential to preserve the Falls from destruction. Altogether some 48,000 cubic feet of water per second can be abstracted by the American and Canadian companies who have been granted franchises for power purposes, and the New York States Geologist recently stated that when the companies reached this maximum the water at the American side would be down to rock bottom. "Then," said the expert, "the American Falls will be but a ghost of their former magnificence—a weakly, thin apron of water carried forward by the slenderest of impulses."

## Celebrated European Surgeon.

Dr. A. Koehler, of Bern, Switzerland, who is now visiting London, is one of the most celebrated European surgeons. His father, Dr. Theodor Koehler, who is still living, is recognised throughout the world as the greatest of all operators on the throat and glands of the throat. Most of the modern operations on the throat have been invented by him. He possesses marvellous dexterity and is said to be the fastest operator in the world. His speed in operating is a valuable asset, and in many cases delicate and extensive operations have to be performed without the administration of anaesthetics. Only recently he removed a growth from the jugular vein of an English lady.

Dr. Koehler's life has been one of continual self-sacrifice in behalf of the indigent and suffering people of Switzerland, with the result that he is to-day a comparatively poor man. His fees have always been low, while in innumerable cases he has given advice free. Consequently, in order to make ends meet, he has had to work ten and twelve hours a day for many years. Yet, in spite of his personal need, he gave away in charity the whole of the Nobel prize for medicine which was awarded him a couple of years ago. A Swiss millionaire was so impressed by this generous act that he sent a donation of £8,000 to the hospital with which Dr. Koehler is connected.

## Fireman's Novel Wedding.

At the wedding of a Leicester fireman, solemnised in the ruins of a half-burned church, the bridegroom was conveyed to the ceremony on a motor fire engine, and his comrades formed an arch of axes for the newly-married pair.

## WOMEN'S WORLD.

[Items of interest to women, notices of forthcoming and notes on recent social events, and kindred paragraphs will be cordially welcomed. The co-operation of our lady readers is asked in order to make this feature at once especially interesting and useful.]

## HISTORY OF LACE.

## A Modern Revival.

Lace has a charm for every woman, its beauty appeals to her and its rarity. It is a thing everybody cannot have, and historic pieces, of gossamer of exquisite design, are worthy to be ranked among "art" treasures.

Some excellent examples of English lace have been preserved, and it had been stated by an authority that this English lace compares favourably with that made in any other country. Unfortunately, lace-making is an industry which has not flourished in England for centuries, although attempts have been made at different times to revive it. Lady Blessington, who owned a splendid collection, made a strong effort in this direction, with little success.

There is a movement on foot now for this purpose which is meeting with a fair measure of encouragement. One wishes it well, and trusts it will awaken enthusiasm for this branch of art. A hopeful augury is that many cultured women are finding lace-making a most fascinating hobby, and the woman of artistic ability, who can make her own designs, must experience keen joy as she manipulates her bobbins and sees her "thought" of beauty materializing in the fair linen thread.

## Queen Bess's Lace.

There is one kind of lace that is seldom seen, and that is the fabric woven from gold and silver thread. This variety captured the fancy of Queen Elizabeth, who, as is well known, loved gorgeous apparel and finements.

It is recorded that Lady Paget presented her Royal mistress with a New Year's gift of "a petticoat of cloth of gold stayed black and white with a bone (bobbin) lace of gold and spangles." Lace made of human hair was also in use at this time.

It is claimed that the making of bobbin lace, which includes among others, Honiton, Valenciennes, Brighthelmshire, Italian point de Flandre and Duchesse, is most restful and soothing to the nerves; and of course, it affords great scope to the artistically inclined woman who can design, as this plays a most important part in lace-making. It has been said that it was the lack of good designs that caused the decline of the industry in England.

Lace-making is not trying to the eyes, and the outlay and expense are very little. An hour or two should be devoted to it each day, then the art is soon learnt. The intending lace-maker would do well to read some of the fascinating books which have been written on the subject.

Hand-made lace lends distinction to one's apparel, and once the art is mastered there are many new and beautiful pieces one can create, such as dainty negligé caps, collars with quaint lappets, flounces, berthes, dainty ruffles, handkerchiefs fit for Titania, and fascinating "tea" aprons, such as were the mode in the reign of Queen Anne.

That these aprons were elegant trifles is shown by the fact that it is chronicled that one of the Queen's ladies paid two hundred guineas for a beautiful specimen.

## Art and the Home.

Among the wealthy and high-born, said London's most fashionable expert in old housecraft, "the craze for the beautiful is growing steadily, and I doubt if there ever was a time when the culture of the amateur reached so nearly to the high water mark of the connoisseur as it does to-day. I am not able to put my finger on any one cause and ascribe this spread of

knowledge to it. The advent of this discrimination of taste has been gradual but it is so general that country houses of England were never more attractive than at present.

English styles of the 18th century are the fashion: No Englishman or American with any pretensions to taste would have a "French period" house. The old English lacquered furniture of the William and Mary days is in the height of popularity; indeed so much is it in demand that old pieces are hard to come by and a new trade, or a revival of an old, the art of lacquering, has sprung up as a result.

The heavy glass chandeliers that were discarded some years ago when electric light threatened their supremacy are obtaining fancy prices if of the genuine cut glass, a good specimen costing some hundreds of pounds, maybe. Mirrors, too, are in the fashion. No Society woman will tolerate a room minus a mirror. The black wall papers have died out in the Society houses. There was a craze for black rooms at one time, but it has gone down to the class below. The artistic will none of it. White walls and woodwork are also taboo. There is a desire for buff walls, and green walls and blue walls, but since every woman of taste has her own ideas on furniture, it is difficult to point to any colour being predominant, unless we mention a "Sunshine" shade, which is produced by a succession of coats of different tones of yellow, and gives a very bright result to the wall.

## MILITARY WEDDING.

A very pretty wedding was celebrated at St. Andrew's Church, Kowloon, on Saturday, Rev. H. O. Spink officiating. The groom was Captain Penton of the 25th Punjab and the bride, who has just arrived in the colony, was Miss Adley, who belongs to Surrey. The church was decorated in red, white and blue, the colours of the bridegroom's regiment.

The bride, who was given away by Colonel Dyer, wore a charming gown of white chamusee trimmed with lace and pearls, over which hung a beautiful chiffon veil with the conventional orange blossom. She carried a sheaf of lilies tied with silver and white ribbons. Captain Terrill performed the duties of best man. After the wedding the happy couple passed under an arch formed by the swords of the officers present. Subsequently a reception was held at No. 1, Knutsford Hotel, where the bride sliced the wedding cake with her husband's sword. Music was contributed by the band of the 25th Punjab.

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## The Hongkong Telegraph.

HONGKONG, TUESDAY, APRIL 16, 1912.

## THE QUESTION OF THE CAPITAL.

The trouble at Nanking, which was probably due as much to provincial jealousy between the troops as to any other cause, appears to be over. Sharp while it lasted, the revolt was suppressed with firmness and courage. It is not at all unlikely, however, that the recent disturbance will be employed as an argument against the city when the National Assembly proceeds to discuss the choice of a new Capital. It seems to be taken for granted by now that only two cities, Peking and Nanking, are likely to be considered. A month or two ago, when the Revolution became certain of ultimate success, Shanghai, Tientsin and Wuchang were also named as offering advantages. Peking was hardly considered; the great wish of the Republicans, indeed, was to have the Capital removed from there.

Feeling is strong in the North however, in favour of retaining the old Capital, and, with Southern support turning all towards Nanking, the choice has been narrowed down. It is easy to understand Southern dislike for Peking and its unhappy associations, and it will be a difficult matter to overcome it, if that should be proposed. Southerners will not readily reconcile themselves to the thought of housing the new government, for which they fought and on which they base high hopes, in the Manchu capital of hated memory. Equally, the Northerners cannot be expected willingly to see Peking shorn of the last shred of its glory and the seat of Government transferred to the ancient Chinese Capital on the Yangtze the fame of which, under the Ming Dynasty, Southerners wish to see restored.

The National Assembly, therefore, is faced with a difficult question which it must tackle boldly and fearlessly. Whatever the decision, there will be dissatisfaction, perhaps even active trouble. The Assembly must be prepared for that. It is necessary for China quickly to secure a strong government and to have it properly and finally housed. Because of this strong need for decisive action it seems not at all unlikely that choice will fall upon Peking. Sentiment may have to go before the needs of the moment. The transference of the Government to Nanking would mean delay in its establishment, and there has been sufficient delay as it is.

There can be little doubt how the sympathies of foreigners in the South lie with regard to the question of a Capital. They are all, or nearly all, for its removal from Peking as being too far North to be a city from which China can properly be governed. But they recognize also that, for the present, Peking presents certain claims which are denied to Nanking. The longer the establishment of a stable government is delayed, the more difficult will become its task. Why, therefore, not compromise in the best interests of China? Assuming Nanking to be the more widely favoured would it not meet the needs of the case to avoid the disturbance of a transfer now, to fix upon Peking temporarily as the seat of Government, and later, when order is everywhere restored and the machinery of Government is working smoothly, to make the change with fitting pomp and ceremony?

## DAY BY DAY.

Pride hides our own faults, and magnifies the faults of others.

## To-day's Paper.

Telegrams dealing with an accident to the Titanic appear on pages 1 and 5 on page 1 also will be found cables reporting an interesting Home Rule debate. On page 4 appears an account of the wedding of the Honourable Mr. Cecil Clementi to Miss Penelope Eyres. Affairs of the Turf are dealt with on page 8.

Two more dead bodies have been found by the police in different part of the Colony.

Six cottages have been sold at Sullybridge for \$20, which works out at the remarkably low figure of £3 6s. 8d. per cottage.

Dr. R. P. Tenney, formerly Chinese Secretary to the American Legation in Peking, has taken the charge of the Consulate in Nanking.

At the Legislative Council yesterday the Director of Public Works laid on the table a diagrammatic return showing the amount of stone deposited in the formation of the Mongkoktsui breakwater up to Dec. 31, 1911. The height of the stone barrier above the foundation is now eight feet and out of the full quantity required 231.2 per cent. has already been deposited.

## "The Gondoliers."

Preparations are now on foot for presenting the "Gondoliers" at Canton on April 27. It is hoped, if the number of members of the A.D.C. who can get away is large enough to go to Canton on the evening of the 26th inst. and return on the 28th.

## "Friends" Meet.

Whilst sauntering round the town a Chinese came across a camera he had lost, valued at \$120, exhibited for sale in a shop window. He informed the police, and at the Magistracy this morning the shop keeper was charged with unlawful possession. The latter explained that he had purchased it from a Chinese.

The case was dismissed, the bench ordering the camera to be returned to the owner.

## A Score of Gamblers.

Twenty men appeared before Mr. Irving this morning charged with gambling in a house kept for the purpose. One man was fined \$50 or six months' imprisonment for keeping the house and the others were fined \$5 or fourteen days.

At the Magistracy this morning a Chinese shopkeeper was fined \$100 or in the alternative three months' imprisonment with hard labour for selling opium in his shop in Queen's Road West, yesterday.

## Snatcher Smartly Sentenced.

Mr. Davies, Manager of the Seamen's Institute, arrested a man yesterday, who had snatched a gold hairpin from a Chinese woman. At the Magistracy this morning the man was sentenced to six months' hard labour, twenty-four strokes of the birch and four hours' stocks.

## Gao and Stocks.

Three months' hard labour and four hours' stocks was the sentence passed by Mr. Irving, at the Magistracy this morning on a man charged with stealing a purse from a woman. A confederate was sentenced to six weeks' hard labour and four hours' stock.

## No Excuse.

Two Chinese were charged, at the Magistracy this morning with entering the premises owned by Mr. A. H. Silva, Kowloon, last night, without permission. One man said his uncle was employed there as a coolie, and the other said his brother was cook for Mr. Silva.

The Magistrate said that was no excuse and fined one man \$2 and the other \$1.

## Twice Returned from Banishment.

"Twelve months' hard labour and four hours' stocks," said Mr. Irving to a man charged at the Magistracy this morning with returning from banishment.

From the evidence it appeared that prisoner had twice returned after a banishment order had been made.

A smoking concert will be held in the rooms of the Institution of Engineers and Shipbuilders of Hongkong, King's Buildings, on Saturday, April 20.

Messrs. Shewan Tomes, agents for the Yangtze Insurance Co. have informed us that at a general meeting of the directors, held in Shanghai yesterday, a dividend of 25% for the year was recommended.

For unlawfully failing to license his coolie boat, plying in Victoria Harbour, Chiu Shing was fined \$10 at the Marine Court this morning, while a boatwoman, charged with a similar offence in connection with a boat which she averred she had purchased only the day previous, was fined \$1.

The following resolution will be proposed at an extraordinary general meeting of the Hongkong Cotton Spinning Weaving, and Dyeing Co., Ltd. on April 30:—That the general managers be authorised to sell 10,000 spindles belonging to the company with their accompanying equipment to Messrs. Jardine, Matheson & Co., Ltd., in Shanghai.

The "British North Borneo Herald" of March 13, says:—As a rumour is prevalent that the Straits Settlements Government have removed the restrictions recently imposed on indentured labour, we are authorised to publish the following telegrams exchanged between Sir West Ridgeway and H.E. the Governor of the Straits Settlements:—To Governor, Singapore. "Rumour here prevalent Straits Government on reconsideration have decided impose no restrictions as regards indentured labour until June, 1913 and planters therefore free meantime make contracts period longer than 300 days this seriously affects position here kindly telegraph if true. Ridgeway." To Ridgeway Sandakan. "Rumour incorrect maximum period 300 days. Sinkel recruitment to cease 30 June, 1914. Young."

## Hongkong Horticultural Society.

The Annual General Meeting will be held in the City Hall on Tuesday, 23rd April, 1912, at 5.15 p.m. The business is to receive the Committee's Annual Report and Statement of Accounts, and to elect a new Committee for the coming year.

## Signals on the Coast.

The following uniform system of signals are now in operation on the coast of China to indicate that a light vessel is out of position:—

By day.—A red flag will be hoisted at the masthead or yard-arm.

By night.—The usual light will be discontinued and a red light will be exhibited from each end of the vessel. In the case of a lightvessel whose usual light is red or red and white, a white instead of a red light will be exhibited from each end of the vessel.

## Laughter a Crime.

The Pushkin Park (Odessa), the only children's playing ground at Sevastopol, which was opened by public subscription, has been closed by administrative order because the children's laughter and shouting interfered with the work of the police officials in their chancery.

## Prince of Wales's Purse.

The accounts of the Duchy of Cornwall for last year show that the payment to the Prince of Wales—now the sole income of the Prince—was £84,500. This is £7,500 less than in 1910, partly due to an increase in the outlay for the benefit of the estate, which includes a large part of Kennington and the Oval cricket ground.

## FOOTBALL.

## Regimental Cup. Semi Final.

Yesterday afternoon on Murray Barracks Ground the semi-final for the K.O.Y.L.I. regimental cup took place. The teams were E. Company and H. Company and the game was most interesting. E. Company, the holders of the cup, proved that they were the better team. At half time they led by two goals to nil. In the second half neither goal was penetrated and E. Company won. Score: E. Company 2 goals; H. Company 0.

## WEDDING AT THE CATHEDRAL.

Clementi—Eyres.

The wedding of the Honourable Mr. Cecil Clementi, son of Colonel Montagu Clementi of Winham House, Cullompton, Devon, to Miss Penelope Eyres, eldest daughter of Commodore Cresswell Eyres, R.N., took place this afternoon at St. John's Cathedral, in the presence of a large number of friends.

The ceremony was performed by the Rev. F. T. Johnson, Chaplain of the Cathedral, assisted by the Rev. A. C. Moreton, R.N.

The bride was given away by her father, and was attended by six bridesmaids; her sisters Miss Mary Eyres and Miss Dorothy Eyres, Miss St. John, Miss Hoty Tomes, Miss Alison Tulloch, and Mademoiselle Berindeague. Mr. Murray Stewart acted as best man.

Among those present were His Excellency Mr. Claud Severn; His Excellency General Anderson and Mrs. Anderson; most of the members of the Executive and Legislative Councils; a large number of naval and military officers, foreign Consuls, and many prominent residents.

The bride's dress was of white satin and French flat lace, with a wreath of orange blossom. The four eldest bridesmaids wore dresses of blue upon over white satin bordered with silver, and blue lints trimmed with roses; the two younger ones wore white satin, and lace caps with forget-me-nots.

The service was choral and Mr. Denman Fuller officiated at the organ. The beautiful decoration of the Cathedral, with plants and flowers, was the work of Mrs. Tooker.

After the ceremony a reception was held on board H. M. S. Tamar.

Among many presents received by Miss Eyres were: a silver rose bowl from the married Naval Officers and their wives; a pair of silver fruit dishes from the officers of H. M. Naval Yard; a silver tea service and ebony tray, with inscription, from the European Staff and Police of H. M. Naval Yard.

After the reception, the bride and bridegroom left, in the "Stanley," for Mrs. Day.

## THE COMPRADORE'S MISTAKE.

Indian who Seized His Opportunity.

How a Chinese compradore made a mistake and how an Indian sought to profit by it was told to Mr. Justice Gompertz at the Supreme Court when Nazir Ali, a coffee stall keeper, sued Pan Sing-wo to recover \$56.50 being \$50 for breach of an agreement, dated March 3, for the delivery of ten dozen bottles of brown boot polish, and \$6.50 being money paid in excess.

According to Mr. Gardner who appeared for the plaintiff, his client went to the defendant's shop and asked the price of a particular brand of boot polish. It was quoted by the defendant at \$1.35 per dozen bottles and plaintiff ordered six dozen bottles. Visiting a neighbouring shop the plaintiff learnt that the quotation there for the same goods was \$2 35 and in hurrying back to the defendant ordered another consignment of polish. The defendant accepted the order, but subsequently discovering his error refused to deliver the goods.

Judgment was given for the plaintiff for \$20.

It is stated that Mr. J. H. Arnold, the American Consul at Amoy, will succeed the Hon. John Fowler, American Consul at Chefoo, who has been transferred to Foochow. Mr. Fowler came to China in 1890 as American Consul at Ningpo. He was transferred to Chefoo in 1890, making his service in China extend over a period of 22 years, of which he spent 10 years in Chefoo.

## GENERAL BADEN POWELL ARRIVES.

Dines at Government House.

General Baden Powell arrived in Hongkong this morning by the German Mail from Shanghai unostentatiously as any ordinary traveller. He was welcomed to the Colony on behalf of the officer administering the Government, by Captain Taylor, A.D.C. The great soldier accepted an invitation to tiffin at Government House and proceeded there. A detailed sketch of General Baden Powell's career, with photograph, appeared in yesterday's issue of the "Telegraph."

## An Interesting Address.

Speaking at Shanghai the other day the chief Scout had some interesting things to say.

"Scouts," he said, "I just want to tell you how glad I am to see you here this afternoon. I little thought a week ago that I should have the chance, but I got it and I am glad to be here. I am very pleased to see that so many of you have turned out to meet me. I hope next time I may come to see a great many more. I am pleased to see you smartly equipped, and especially to find so many of you wearing badges of efficiency. That shows you are not merely playing the game of Scouts but are doing the work, making yourselves efficient for examination and doing the whole thing in the right way. I have recently been seeing a great many of your brothers in Europe and the United States where there are now between 300,000 and 400,000 Scouts; and also in Russia, Germany, and Norway. They are all doing the same work and consider themselves your brothers. I hope some of you will get into communication with them by letter. The Americans have sent a troop of Scouts this year to Great Britain, and others will be sent from Canada, Germany and Holland. You may some day be able to send a Shanghai troop to England. Your brother Scouts have told me to give you greetings, which I heartily do. Besides winning badges, I hope you do not forget your 'good turns'. That is the most important part of a Scout's duty. Your brother Scouts in all parts of the world have that duty of trying to do a good turn to someone every day. Don't forget your promise to do that, and try also to make yourselves good men and citizens."

One of the Ten Thousand.

It is an easy transition from one great soldier to another whose death was recently announced. By the sudden death of Colonel Richard Duffin Buckley Rutherford, one of Lord Roberts's coadjutors in the march of the ten thousand into Afghanistan in 1879-80, is removed. Colonel Rutherford was also engaged in the Egyptian Expedition of 1884, taking part in the battle of Tamai, and in the operations on the North-West Frontier of India in 1897-8, for all of which he received medals, and was mentioned in dispatches. Although a keen soldier and wedded to the Army, Colonel Rutherford had to retire before the age limit, this being due to his not having given sufficient attention to a wound received in action. After his retirement Colonel Rutherford, who was a bachelor, interested himself in Churoh work at Worthing. One of his wishes, frequently expressed, was that if flowers were sent for his funeral they should be distributed to sick children.

The Other Half.

"We are immensely tickled by a paragraph in a contemporary. It says:—'The scarcity of cash in the Wuchang treasury is indicated by the fact that the police force was only paid half a month's wages on last pay day. The men went on strike but were induced to return to work when it was explained that the other half would be forthcoming later.' There is a fine indefiniteness about the word 'later' which is highly engaging. Evidently the Wuchang police are more amenable to persuasion than are workers at Home, for they are not put off merely by promise to pay—some time.

## HONGKONG C.C. TENNIS TOURNAMENT.

## RESULTS TO DATE.

The following are further results in the Hongkong Cricket Club Tennis Tournament:—

Championship Singles, Third Round:—Capt. James 12th Bat. beat A. H. Crook 9-7, 3-6, 6-4, 8-6; H. A. Nesbit beat E. R. Hallifax, 6-2, 6-0, 6-1; Capt. F. J. Bowen R.N. beat Surgeon A. R. Fisher R.N. 8-5, 6-0, 6-0; H. Hancock beat A. N. Joseland 6-3, 6-2, 5-7, 6-2.

Singles Handicap, Class A, second round:—Capt. F. J. Bowen owe 4/8, beat S. E. Green owe 15/6 4-6, 6-3; H. A. Nesbit owe 30/2, beat R. F. Stone owe 15, 6-2, 6-3.

Singles Handicap, Class B, third round:—J. Hooper owe 2/8 beat H. C. Sayer owe 2/8, 4-6, 7-5, 6-2; Commander A. T. Darley R.N. rec. 1/8 beat F. Matson owe 2/8, 6-3, 6-0; R. Henderson rec. 3/8 beat Capt. D. Clapham owe 15, 6-4, 6-8, 6-3.

Doubles Handicap, Class A, second round:—Col. Hamilton and Capt. Day owe 30, beat Capt. Addison and Lieut. N. J. Williams owe 1-6, 9-7, 6-1; R. F. C. Master and Surgeon Fisher owe 15, beat C. H. Rose and H. H. Eggers owe 6-1, 9-7.

Third Round:—Dr. Kooh and Dr. F. Grono owe 3/8 beat H. H. Taylor and R. Henderson owe 9-7, 6-3.

At Peterborough Bankruptcy Court Judge Wheeler gave final approval to the composition of 7s. 6d. in the pound made by the Marquis of Huntly on behalf of his creditors.

## NOTES AND COMMENTS.

## The Ones who Count.

Hongkong is to-day honoured by a visit from General Sir R. S. Baden-Powell, and it is fitting that one should make a quotation from a recent speech made by him in Chicago. He said: "I've seen enough of war to want to keep away from the military idea. Woodcraft, handicraft, and those things are invaluable. First aid and all that goes with it is excellent; but the boys should be kept away from the idea that they are being trained so that some day they may fight for their country. It is not war-scouting that is needed now, but peace-scouting. The explorers, the pioneers, the persons who are always on the look-out to do something for the benefit of humanity, are the ones who count, and that should be the motto of every boy scout."

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## An Original Prescription.

A Boston chemist sends to the "Pharmaceutical Journal" a remarkable home-made prescription, which our contemporary reproduces in facsimile. We frequently receive similar prescriptions, he says, which we find rather difficult to understand, but this one we were quite unable to decipher. It was as follows:—

hop kek wine

Pade cunek an

glersen

After further inquiry, we discovered the meaning of it, which is as follows:—Ipecacuanha wine, paregoric, and glycerin.

The new Chinese republican dollars will, it is understood, bear two lions and the Chinese characters for "one dollar" on one side, and on the reverse, the characters "current money," "Chinese Republic," with a wreath of flowers. The "Peking Daily News" says that a sample coin has been approved by Yuan Shih-kai and minting will begin at once. The postage stamps will also be changed in the near future.



## TELEGRAMS.

## LARGEST LINER.

## TITANIC SINKS.

[Service to the "Telegraph".]

Bombay, April 16, 10.20 a.m.  
Reuter's correspondent at New York states that the Titanic sank at 2.20 yesterday morning. No lives were lost.

## LIVES REPORTED LOST.

A later message states that many lives were lost.—Reuter.

## A FLOATING PALACE.

## Concerning the Titanic.

In view of the accident to the Titanic, reported in a telegram, it is interesting to read this from a Home paper:—

The new White Star steamer Titanic, of 45,000 tons, the largest vessel in the world, sailed on her first voyage from Southampton to New York on Wednesday, April 10. So popular has the Louis XVI. restaurant proved on her sister ship Olympic that in the case of the Titanic this apartment has been enlarged, and adjacent is a special reception room for the use of passengers taking meals in the restaurant. The deck on one side of the restaurant is connected with it so as to form a sort of balcony for those who prefer to have their meals in the open air. The Titanic also contains special suites of rooms consisting of bedrooms, sitting-room, bathroom, and servants' room, and those will have their own private dock promenade shut off from the rest of the ship, and not overlooked by other passengers.

## CANTON NEWS.

(The "Telegraph" Correspondent.)  
Canton, April 15.

A merchant has suggested to the Governor-General a means of increasing the revenue of the Colony, by placing a duty of 20 cents on each jar of spirit consumed. It is estimated that this would increase the annual receipts from the customs by \$4,320,000, bringing the total up to \$10,000,000. The merchant thinks that this course would be preferable to allowing any one to have a monopoly. The scheme is being considered by the Governor-General.

Yesterday a meeting of the members of the Seventy-two Merchants' Guild was held to consider the advisability of asking the Central Government to retain the services of General Lung Chin-kwong who has expressed his intention of retiring from Canton. They also decided to ask the Central Government not to take any notice of the complaint laid against the action of the Governor-General, by the Provincial Council, regarding the death sentence carried out in the case of the Chinese editor. After the meeting communications were despatched to President Yuan asking him to retain General Lung Chai-kwo'g and Chan Kwong-ming at Canton as the preservation of peace in the city was dependent upon their presence. It also sent a telegram supporting the sentence on the editor who was lately executed for sedition.

Wong Chung-wai, Minister for Justice, is expected to arrive in Canton from Nanking to-day, and a reception in his honour will be held which will be followed by a dinner.

Wong Hing in a communication sent to the Canton Government, denies the outbreak of mutiny in Nanking. All that happened was that the local ruffians taking advantage of an outbreak of fire looted many houses and a large body of soldiers had to be called out to quell the disturbance.

## DANGER OF PROCRASTINATION.

## Li Yuan-hung Appeals to Yuan to Act.

In one of the most interesting documents which have appeared since China's troubles began last fall, Li Yuan-hung, Vice-president of the provisional government, has told Yuan Shih-kai just what he thinks of the present situation in China. He is most outspoken in his views and there is little of the reserve and subterfuge which usually characterize communications from Chinese officials to the head of the state.

The communication was a telegram sent in March, before it must be remembered in reading it, at the appointment of the cabinet. At that time Li Yuan-hung, whom foreigners in Peking are beginning to think of as one who any yet save the situation, was decidedly gloomy and he sets forth five reasons for grief which describe conditions then existing, and still existing in part, in a manner most graphic and convincing. A notable feature of the telegram is his extreme fear of foreign intervention and control, says the "China Press."

## An Empty Title.

In the course of the telegram Li says:—

"Some time ago when the question of the location of the capital was in dispute I sent a telegram frankly stating my views and fortunately it was favourably received."

"You have now, Mr. President, been in office more than ten days and the Cabinet Ministers are still unchosen. But there must first be a government before there can be a state and there must be cabinet ministers before there can be a government. If the President hugs an empty title and the various departments of the government are without qualified heads, such a government is like a five months foetus half developed, without teeth or bones and is no better than no government."

"At present trivial matters are allowed to outweigh the more important; life and death hang on a breath, but though the situation calls for haste, there is fear that we may be too late. During the past ten days we have not been equal to the old regime. One mistake is more than enough; dare we risk further blundering?"

## Sticks to Original Purpose.

"I am a sick man, but I am still alive, and I have not abandoned my original purpose, but I view the present situation with alarm. I cannot consent to see our great country perish through any fault of mine but set forth the dangers which I see."

"In ancient times King Chuang said: 'Calamity is at hand, but you Lien said to Chi: 'Victory or defeat depends upon working in harmony.' How much more dangerous is the present situation."

"I have heard that the Manchus and Mongols are earnestly supporting the general interest and are willing to send representatives to the national convention, showing great wisdom and patriotism, which we all deeply appreciate. But if we Chinese, on the contrary, dilly-dally, how can we face the living, or show ourselves worthy of the martyred dead? Let us, I implore, work together in close harmony, adopt a liberal policy, and thus enable the Republic to be quickly established. Only by attention to the important principles can government be successful, and whether you are to deserve the credit of success, or be responsible for the failure, the present moment must decide."

"If our country secures permanent peace and recovers its prestige you will be the idol of popular worship."

"If may be that my words are foolish and that I deserve punishment for them. If so I am willing to die. I write this with falling tears and know not what I say."

(Signed) "Li Yuan-hung,"

## H.M.S. AJAX.

## The Latest Huge Battleship.

Loss than two years have elapsed since the last huge battleship the Colossus was launched at Greenock, and a week or two ago, the builders of that magnificent fighting machine, Scott's Shipbuilding and Engineering Company, Ltd., put into the water another and larger addition to the British Navy. This was H.M.S. Ajax.

The Ajax construction has not, as in the case of her predecessor, been a record for a private yard, but when the serious labour troubles of the past eighteen months are taken into account, it will be admitted that the launch of the ship in just over a year from the date of her commencement is a creditable feat, particularly as she is about 2,000 tons heavier than the Colossus and of greater size in every way.

An actual comparison may be of interest showing the growth of naval construction and the development of the Dreadnought type of battleship within the short space of two years. The Colossus is 515 feet in length, whereas the Ajax is 555 feet. The newer vessel has a breadth of 89 feet 6 ins., which is an increase of 2 ft. 6 ins., and the draught is 31 ft. more—namely, 27 ft. 6 ins. While the Colossus has a displacement of 21,000 tons, that of the Ajax will be slightly over 24,000 tons.

The Dreadnought type of battleships have all a designed speed of 21 knots, but while in the case of the Colossus the engines develop only 25,000 horse-power, those of the Ajax will require to be no less than 31,000 shaft h.p. The propelling machinery will consist of Parsons turbines arranged for four screws.

In every other way the warship to be launched this week is an advance on the former Greenock Dreadnought. This is notable in the case of the armament. Instead of ten 12-inch guns, she will have ten 13.5-inch guns, which will enable her to fire a broadside of 12,500 lb., compared with 8,500 lbs. for the Colossus, and 6,800 lbs. for the original Dreadnought. Her guns will be installed in pairs in turrets on the middle line of the ship. This enables her, as in the Colossus to use all her 13.5-inch guns on either beam. The wing turrets are abandoned; as it is thought that they restrict the arc of training the guns in the other turrets.

In the Ajax class of vessels the arc of training is so wide that the whole of the guns may be turned round and fired on either broadside, and in almost any position, at an angle, ahead, or astern. Each of these 13.5-inch guns weighs over 87 tons unmounted. The midship turret, it may be pointed out, are superimposed, so as to fire over the forward and after turrets.

In the ante-torpedo boat armament, the provision is the same as in the Colossus—sixteen 4-inch guns. They are of an improved pattern, however, each being capable of firing a projectile of 31 lbs. They have also greater rapidity—15 rounds each per minute. They seem, too, to be better protected, being in single-tier armoured batteries, and disposed so as to give the best possible protection against torpedo attack.

In the matter of armour plating, the Ajax is the very latest word. The side armour consists of 12 inches of hardened nickel steel, and it extends for nearly two-thirds of the vessel's length, thus covering her vital parts. In the Colossus the armour plating is 12 inches thick forward and aft of the more heavily-protected part of the battleship, the armour, tapering from a thickness of six inches, extends to the stem and the stern. The 12-inch armour is, however, not over the entire centre hull of the ship, but is 12 inches only in the lower parts. From the upper edge of the main belt, the secondary wall of armour, rising to the sheer line, is nine inches thick.

It is stated that the 12-inch armour of the Ajax is impervious to the projectiles of the heaviest naval gun yet designed, at over 5000 yards range.

## YACHTING.

## R. H. Y. C.

On Saturday last the Royal Hongkong Yacht Club held their twelfth and last Club race for the championships. Fine weather prevailed, with a nice breeze from the south-east.

## Handicap Class.

There were three events on the card, commencing with a race for the Handicap Class, starting at 2.30 p.m. over a course of 8.1-2 miles—Channel Rocks (port), Kowloon Rock (port), Mark boat on starting line (port), Channel Rocks (port), Kowloon Rock (port). The starters were Dione, Iris, Rolla, Dorothea, Colleen and Kathleen. Rolla crossed the line first, followed by Dorothea, Dione, Colleen, Iris and Kathleen. In the heat to Channel Rocks, Dione obtained the lead and rounded first, followed by Rolla with Iris close up. On passing the mark boat the times were:—Dione, 3.13.35; Rolla, 3.14.05; Iris, 3.14.20; Colleen, 3.15.55; Dorothea, 3.16.00; and Kathleen 3.17.47. Dorothea, on rounding, fouled the mark and retired. Those positions were maintained throughout the second round. Finishing times:—

	Finish.	H. M. S.
Dione	...	3 57 32
Rolla	...	3 58 07
Iris	...	3 58 19
Colleen	...	4 00 59
Kathleen	...	4 04 00

## Corrected times.

			H.	M.	S.
Rolla ..	...	...	3	56	00
Colleen ..	...	...	3	56	52
Dione ..	...	...	3	57	32
Iris ...	...	...	3	58	19
Kathleen ..	...	...	3	59	12

## One Design Class.

This second race was for the One Design Class, and the starters at 2.40 p.m. were Bonita, Ailua, Daphne, Alannah and Halcyon. The course was one of 8 miles:—Channel Rocks (port), Cust Rocks Buoy (port), Channel Rocks (star), Cust Rocks Buoy (port), Meyer's East Buoy (port). Bonita was first away, closely followed by Ailua, Halcyon, Daphne and Alannah in the order named. Bonita kept the lead throughout. Ailua always being in close attendance. Halcyon and Alannah had a keen duel at the finish for third place, but the former kept the lead and won by 4 secs. Finishing times:—

	H.	M.	S.
Bonito .....	4	29	29
Ailsa .....	4	30	04
Halcyon .....	4	33	38
Alannah .....	4	33	40
Daphne .....	4	34	40

## Dinghy Class.

In the Dinghy Class the only competitors were Joan and Sprite. They started at 3 p.m. over a three-mile course:—Channel Rocks (port), Joan led at the start, and, keeping in front, ultimately won by 20 mins. Times:—

	H.	M.	S.
Joan .....	4	19	00
Sprite .....	4	39	00

## STEAMER OFFICERS HOURS.

The following information, which is an extract from an official log book, has been forwarded to the Imperial Merchant Service Guild with the request that publicity be given to same in order to show the number of hours on duty performed by the officers of a 5,000 tons steamer. The vessel in question only carries two Officers, and this explains in a great measure the inadequate amount of rest obtained by each Officer, which is scarcely sufficient to render him physically fit to perform his duties and give the necessary attention to the safe navigation of the vessel and, incidentally, to the safety of life on board, as the following extract demonstrates:—

Chief Officer. Hours on duty—Saturday, December 2, left Venice 8 a.m. for Salina, on duty 18 hours; Sunday, 3rd December, at sea on duty 12 hours; 4th, at sea on duty 20 hours; 5th, at sea, on duty 18 hours; 6th 18 hours; Total hours on duty 144. Hours off duty—December 2nd 6 hours; Sunday 3rd 12 hours; 4th 4 hours; 5th 6 hours; 7th 6 hours; 8th 4 hours; 9th 6 hours; Total hours off duty 48.

Second Officer. Hours on duty—December 2nd 18 hours; 3rd 12 hours; 4th 18 hours; 5th 20 hours; 6th 18 hours; 7th 20 hours; 8th 18 hours; 9th 20 hours; Total number of hours on duty 144. Hours off duty—December 2nd 6 hours; 3rd 12 hours; 4th 6 hours; 5th 4 hours; 6th 6 hours; 7th 4 hours; 8th 6 hours; 9th 4 hours; Total number of hours off duty 48.

Sunday, December 10, at Salina, worked all day, Second Officer from 4 a.m. until 7 p.m., Chief Officer from 8 a.m. to 7 p.m., shifting ship and preparing to take in cargo.

The Guild has urged upon shipowners that, in order to enable Officers to obtain the necessary rest required to efficiently perform their duties, each vessel shall at least carry three certificated Officers.

## SAVING HIS NECK.

## Dramatic Story from Wuchang.

Something of a dramatic nature took place again in the Tufu Yamen, Wuchang, on Saturday last, April 6, says the "Hankow Daily News." The Yamen, formerly the official habitation of the provincial treasurer, now turned into that of Governor-General Li Yuan-lung, is ever active with business and never takes any Easter holiday. But the drama presented this time was quite different from the one presented a few days ago. There was no large amount of glittering sceptres discovered. There were no smiles on the faces of those who were present. On the contrary, it was a sad affair, a tragedy in all its aspects. A man by the name of Wong was condemned to instant capital punishment after a careful trial by the General, assisted by his able corps of secretaries and Counsellors. The man was rushed to the court-yard. His coat was torn to pieces; his neck was bared. The executioner was about to do his duty. His eyes were fixed on the game and his hands were busily engaged in the sharpening of the sword. The soldiers with loaded rifles and fixed bayonets formed a cordon to clear idle watchers from the scene. They stood Sphinx-wise and pillar-like. Death was imminent. It looked but one stroke to complete the whole affair.

But all of a sudden dashed in an officer from inside of the hall, crying aloud: "Stop, executioner, stop! Save the poor soul. The General has revoked his sentence! The man is to be imprisoned for life instead of any capital punishment."

## Story of the Crime.

This Mr. Wong, whose life was thus saved, was a secretary to General Li Yuan-lung. He did excellent work at the commencement of the Revolution, but lately his activities were beyond those authorized by law. He extorted money from various merchants on more occasions than one. The cases were brought to the notice of General Li, who commissioned two men to make investigations. Revelations were so startling that the whole force of secretaries demanded a public trial so as to set an example to the rest. The merchants from whom money was extorted were subpoenaed to give testimony. The report of the investigation Committee being confirmed, Wong pleaded guilty. A death sentence was passed, and Wong was sent out to the court-yard to be beheaded, but the merchants interceded. Kneeling before the General and his secretarial force who were then sitting as a court, they prayed for mercy. Whereupon, the death sentence was revoked and life imprisonment was ordered. The prisoner is now left repenting in the cell.

## DON'T FORGET.

## To-day.

Bijou Theatre, 9.15 p.m.  
"Peggy" Bandmann Opera  
Co. Theatre Royal, 9.15 p.m.

Thursday April 18.  
Criminal Sessions.  
St. Stephen's College Sports.

## BUTTER. BUTTER.

We are pleased to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

## I I REDUCTIONS I I

"DAISY" BRAND 80 cents per lb.

"DAIRYMAID" " 75 " "

"BUTTERCUP" " 70 " "

PASTRY " 65 " "

THE DAIRY FARM CO., LD.

## GARNER QUELCH &amp; CO. WINE MERCHANTS.

DES VŒUX ROAD.

TELEPHONE 636.

Supply the highest quality Wines, Spirits, Cigars and Cigarettes obtainable, consistent with price. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, 15th January, 1912.

[21]

Saturday April 20.  
V. R. C. Sports.  
Volunteer Reserves Dinner.  
Hongkong Football Club, Annual Dinner. Hongkong Hotel, 7.45 p.m.

Tuesday April 23.  
Ordinary Annual Meeting.  
Union Insurance Society of Canton Ltd. noon.  
Annual General meeting China Traders Insurance Company Ltd. 12.30 p.m.

April 30.  
Extraordinary General Meeting.  
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd. 11 a.m.

## To day's Advertisements

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 22nd day of April, 1912, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND adjoining Inland Lots Nos. 54 and 1569 in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown-Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sub-Lots	Boundary Measurements	Containing in Square feet	Annual Rent	Upset Price
1	ft. in. ft. in. ft. in. ft. in.	ft. in.	£ s. d.	£ s. d.
1	117 0 0	12,732 36	1 10 0	100 0 0

Hongkong, 15th April 1912. [308]

THE AMERICAN & MAN-CHURIAN LINE.  
FOR NEW YORK.  
(With Liberty to call at the Malabar Coast.)

THE STEAMSHIP "MATOPPO,"  
Captain Darnand, will be despatched for the above port on or about WEDNESDAY, 16th May.  
For Freight and further information, apply to

THE BANK LINE, LTD.,  
General Agents,  
Hongkong, 15th April, 1912. [309]

## HONGKONG TENNIS LEAGUE.

THE ANNUAL GENERAL MEETING will be held in the Hongkong Cricket Club Pavilion, on THURSDAY next, the 18th inst., at 5.15 p.m.  
All Clubs wishing to compete are requested to send their representatives to the Meeting.

A. O. BRAUN,  
Hon. Secretary,  
Hongkong, 16th April, 1912. [300]

ASAHI BEER  
SAPPORO BEER  
TO BE OBTAINED  
FROM ALL WINE DEALERS

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.

D & J McALLUM'S "Perfection"

Embraces All the qualities of a high class Scotch Whisky for Connoisseurs.

A Perfect Whisky Mellow like a Liqueur.

Sole Agents: GANDE, PRICE & CO., LTD.  
112 Queen's Road Central, Hongkong.  
D & J McALLUM'S "Perfection"



## Shipping

CANADIAN PACIFIC RAILWAY  
COMPANY'S.  
ROYAL MAIL STEAMSHIP LINE.  
"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"E. of India" ...	Satur. April 20	"E. of Ireland" ...	Fri., May 17
"E. of Japan" ...	May 11	"Allan Line" ...	June 7
"Montecarlo" ...	June 1	"E. of Britain" ...	June 28

All steamers leave Hongkong at 6 P.M.

To Vancouver, B.C., calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.  
Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.  
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. Craddock, General Traffic Agent,  
Corner Polder Street and Praya (Opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	HANGSANG	Thursday, 18th April, Noon.
CHINWANTAO	ONSANG	Satur. day, 20th April, Noon.
SANDAKAN	MAUSANG	Saturday, 20th April, Noon.
MANILA	YUENSANG	Saturday, 20th April, 2 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Monday, 22nd April, Noon.
SHANGHAI, KOBE & MOJI	KUTSANG	Tuesday, 23rd April, Noon.
MANILA	LOONGSANG	Saturday, 27th April, 2 P.M.

RETURN TOURS TO JAPAN (Occupying 34 days).

The steamers "Kut-sang," "Namsang" and "Fooksang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze River, Chefoo, Tientsin, via Chingwangtao.

‡ Taking Cargo on Through Bills of Lading to Knd-t, Lahad Datu, Singapore, Tawau, Uluken, Jesselton and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**  
Telephone No. 215. General Managers.

Hongkong, 16th April, 1912.

"SHIRE" LINE OF  
STEAMERS, LD.

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

For	Steamers	Date of Departure
LONDON ROTTERDAM & ANTWERP	FLINTSHIRE	About 15th May.
SHANGHAI, KOBE & YOKOHAMA	MONMOUTHSHIRE	1st June.
LONDON & ANTWERP	DENBIGHSHIRE	15th June.

These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LD.,**  
AGENTS.

Hongkong, 9th April, 1912.

HONGKONG, CANTON, MACAO,  
AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
AND THE CHINA NAVIGATION CO., LTD.,  
HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG  
TUESDAY, 16th APRIL.

10.00 p.m. "KINSHAN." 5.00 p.m. "FATSHAN."  
These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651. S.S. "SUI AN" Tons 1651  
HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 21st APRIL.

The Company's Steamship, "SUI AN."

will depart from the Company's WING LOK WHARF at 9 A.M. Departure from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M., from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.  
Departures from Macao to Canton on Mon., Wednes., & Fri. at 9 P.M.  
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 589 Tons.  
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the office of the **HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.**

**HOTEL MATHESON (FIRST FLOOR),**  
Opposite the Ship Pier.

## Shipping

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

Destinations	Steamers	Sailing Dates
MARSHALLS, LONDON & AUST. WEST. INDIA SINGAPORE, PENANG, COLOMBO, SOERABAYA & PORT SAID	"ATSUTA MARU," Capt. J. Nagai, T. 9,000 "HITACHI MARU," Capt. T. Yamawaki, T. 7,000	WEDNESDAY, 21st April, Daylight. WEDNESDAY, 8th May, at Daylight
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, OSAKA, & YOKOYAMA	"SAWA MARU," Capt. R. Shimizu, T. 7,000 "SADO MARU," Capt. N. Teranaka, T. 7,000	TUESDAY, 23rd April, at Noon. TUESDAY, 7th May, at Noon.
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	"YAWATA MARU," Capt. T. Sasaki, T. 5,000	WEDNESDAY, 10th May, Noon.
TAKOW (Formosa)	"KAGESHIMA MARU," Capt. W. Wada, T. 5,000 "TENSIN MARU," Capt. T. Hori, T. 4,000	FRIDAY, 19th April. FRIDAY, 19th April.
KOBE direct	"TOSA MARU," Capt. T. Sato, T. 7,000	MONDAY, 28th April.
BOMBAY via SINGAPORE AND COLOMBO	"CEYLON MARU," Capt. Y. Tozawa, T. 6,000 "KITANO MARU," Capt. P. E. Cope, T. 9,000 "N'ASKI KOBE & YOKOHAMA," Capt. M. Yagi, T. 6,000	WEDNESDAY, 24th April. THURSDAY, 25th April. WEDNESDAY, 8th May, at Noon.

† Cargo only.  
‡ Fitted with new system of wireless telegraphy.  
\* Calling at Rotterdam after Antwerp.

## CALCUTTA LINE.

SINGAPORE, PENANG, N'ANG, RAN, GOON & CALCUTTA	"JINSEN MARU," Capt. M. Masuda, T. 4,000 "TOTOMI MARU," Capt. A. Mosker, T. 4,000	SATURDAY, April 20th. SATURDAY, May 4th.
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## 1912 PASSENGER SEASON 1912

## FOR EUROPE.

Steamer	Tons	Captain	From Hongkong
ATSUTA MARU	9,000	J. Nagai	April 24th.
HITACHI MARU	7,000	T. Yamawaki	May 8th.
MIVASAKI MARU	9,000	T. Mura	May 22nd.
KITANO MARU	9,000	P. E. Cope	June 5th.

## FOR SEATTLE.

AWA MARU	7,000	R. Shimizu	April 25th.
SADO MARU	7,000	K. Asakawa	May 7th.
INABA MARU	7,000	S. Tominaga	May 21st.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HAIPHONG	"SINGAN"	17th April Noon.
SHANGHAI	"CHENAN"	18th " Noon.
HAIPHONG	"SUNGKIANG"	19th " Noon.
SHANGHAI	"LINAN"	20th " M'night.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"CHANGSHA"	22nd " 4 P.M.
MANILA, CEBU & ILOILO	"KAIFONG"	23rd " 4 P.M.
SHANGHAI	"CHINHUA"	24th " 4 P.M.
WEIHAIWEI & TIENSIN	"HUICHOW"	26th " 4 P.M.
SHANGHAI	"ANHUI"	27th " M'night.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

‡ MANILA LINE.—Two "Iron Steamers" "Teon" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kailong" is situated on deck, aft.

§ SHANGHAI LINE.—FAST SCHEDULE—TWIN-SCREW STEAMERS (Ansei, Okuma, Ise, Okiwa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

¶ N.B.—Passengers must embark before mid-night on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipping at Woosung.

Reduced Fares:—Single \$45. Return \$75.  
For Freight or Passage apply to

**BUTTERFIELD & SWIRE.**  
Telephone No. 16.  
Hongkong, 16th April, 1912.

## Shipping

HAMBURG-AMERIKA  
LINIE.IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,to  
Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Mediterranean Ports, Black Baltic Sea and R. St. and all North and South American Ports.

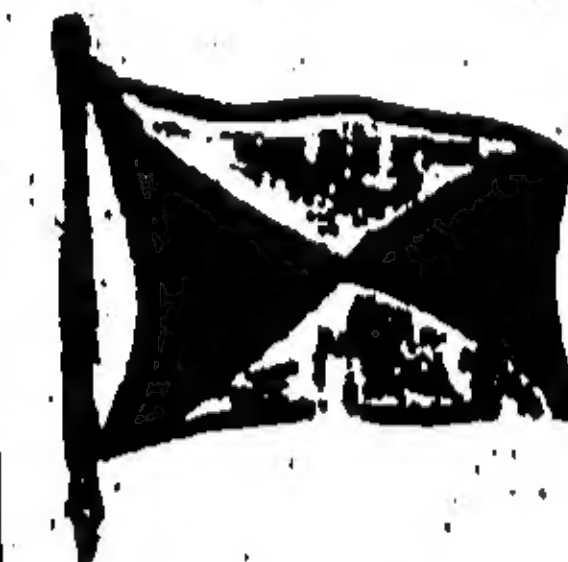
Next Sailings from Hongkong:  
OUTWARD.

For Shanghai, Kobe, & Yokohama:  
S.S. SITHONIA ... 20th April

ANDALUSIA ... 30th April

BAYERN ... 10th May

For Further Particulars, apply to—  
**Hamburg-Amerika Linie,**  
Hongkong Office.

HONGKONG—  
PHILIPPINES.  
PHILIPPINES  
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	4000	M. O. Smith	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 20th April, 4 P.M.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu.	TUESDAY, 30th April, 4 P.M.

For Freight or Passage apply to

**SHEWAN TOMES & CO.,**  
GENERAL MANAGERS

Hongkong 10th April, 1912.

JAVA-CHINA-JAPAN  
LIJN.Regular Fortnightly Service between  
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjimanok	JAVA	1st half April	JAPAN	1st half April
Tjitarok	JAPAN	1st half April	JAVA	2nd half April
Tjibodas	SHANGHAI	1st half April	JAVA	2nd half April
Tjiluwong	JAPAN	1st half April	JAVA	2nd half April
Tjilatjap	SHANGHAI	2nd half April	JAVA	1st half May
Tjimahi	JAVA	2nd half April	SHANGHAI	1st half May
Tjipanas	JAVA	1st half May	JAPAN	1st half May
Tjikini	JAVA	2nd half May	SHANGHAI	2nd half May

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the **JAVA-CHINA-JAPAN LIJN.**

Telephone No. 375 York Building.

## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all ports in the United States and Canada and with Trans-Atlantic Lines to Europe. PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Chiyo Maru"	21,000	W. W. Green	May 7th, Noon.
S.S. "Nippon Maru"	1,000	A. G. Stevens	May 28th, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	June 4th, Noon.
S.S. "Shinyo Maru"	21,000	H. S. Smith	June 25th, Noon.

† These steamers are equipped with Turbine Engines and Triple Screws. All steamers carry Japanese Government wireless telegraph and post office.

The triple screw steamer "Chiyo Maru" will be despatched for San Francisco via KEEKUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA & HONOLULU on TUESDAY, the 7th May, at Noon.

The steamer "Nippon Maru" will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday, 28th May, at Noon.

INTERMEDIATE SERVICE.

(In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration.)

Steamer	Tons	Date of Sailing
Hongkong Maru	11,000	Friday, June 7, Noon.
Kiyo Maru	17,500	Saturday, Aug. 6, Noon.
Bayo Maru	10,500	Friday, October 4, Noon.

For Further Particulars as to Passage and Freight apply to **K. MATSUDA, Agent,**  
(KING'S BUILDING Opposite Blake Pier)

THE CHINA PROVIDENT  
LOAN AND MORTGAGE  
CO., LD.

(CAPITAL PAID UP—\$1,250,000.)

Loans on Mortgage of Home Property

Gonds received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &amp;c.

T. S. WATKINS &amp; CO.,

SHEWAN, TOMES &amp; CO.,

General Managers.

Hongkong, 16th March, 1912.

## LOG BOOK.

The World's Tonnage

In the summary of its statistical tables for 1911 Lloyd's Register of British and Foreign Shipping states that the total addition of steam tonnage during the year was 1,334,387 tons gross; and, of sailing tonnage, 21,864 tons gross; or, in all, 1,356,251 tons gross. Of the tonnage added to the Register about 92.34 per cent. consisted of new vessels, practically all built in the United Kingdom. The largest item among the other additions to the Register was that of vessels bought from foreign countries for the United Kingdom, viz., 82,757 tons. The gross deduction of steam tonnage from the Register amounted to 854,483 tons; and, of sailing tonnage, to 103,551 tons; or, in all, to 1,018,034 tons. Of the steam tonnage, nearly 24 per cent., and nearly 26.12 per cent. of the sailing tonnage, included in these figures, were removed on account of loss, breaking up, dismantling, &c.

On the whole, during 1911, the number of steamers on the Official Register of the United Kingdom was increased by 244 and the tonnage by 479,904 tons, while the number of sailing vessels was decreased by 254 and the tonnage by 141,087 tons. The total number of vessels on the Register therefore decreased by 10 and the total tonnage increased by 338,217 tons during the year.

During the year 670 new vessels, 1,373,309 tons, were classed by Lloyd's Register. Corresponding with the general movement of the shipbuilding industry the present figures show an increase on those for 1910 of about 310,000 tons. Of these vessels, 603, of 1,356,591 tons, were steamers, and 67, of 10,808 tons, sailing vessels. With the exception of 47 small wood vessels, of 1,153 tons, and five iron vessels, of 704 tons (including one steamer of 430 tons), the material used in the construction of the whole of the tonnage classed was steel.

The output of sailing tonnage, which formed 25 per cent. of the total tonnage classed in 1891 and 30 per cent. in 1892, and which had since steadily decreased, was somewhat larger for 1911 than for 1910, which latter year recorded the smallest amount of sailing tonnage ever classed in one single year by the society. The figures for 1911 include two large steel sailing vessels each of over 3,000 tons, built in Germany. The percentage of sailing tonnage to the total tonnage classed for 1911 is 1.22, as against 0.2 for 1910. For the five years 1905-1909 the yearly average was 0.79 per cent.

A large number of vessels of special design were classed during the year. These comprised 24 steamers built on the longitudinal system of construction, with a total tonnage of 109,113 tons, including three for the Great Lakes of America, and one on the topside tanks system; six vessels fitted for burning liquid fuel; five steamers of the cantilever framing and topside tanks type; one steamer the Shinyo Maru, fitted with steam turbines; two steamers, the Orama and Demosthenes, with a combination of turbines and reciprocating engines, and the steamer Holzappel I., fitted with engines worked from a suction gas plant and with screw shaft connected by a hydraulic transformer; together with other steamers intended for channel and coasting purposes and numerous vessels of various special types, such as motor yachts, yachts, dredgers, river steamers, and barges, tugs, fishing vessels, and ferry boats.

The average size of the steamers classed was about 5,250 tons. Twenty-six steamers of over 7,000 tons each were classed, as compared with 28 in 1910, 17 in 1909, 17 in 1908, 8 in 1907, 12 in 1906, 14 in 1905, and 15 in 1904. Three of the steamers classed during 1911 were over 13,000 tons each, namely, the Franconia, the Lacombe, and the Shinyo Maru. Of the tonnage classed during year 1,132,060 tons, or about 82 per cent., were built in the United Kingdom.

## FOR SALE

BOX'S EXCHANGE TABLES.

1/8 To 1/10

APPLY

"HONGKONG

TELEGRAPH."



## VESSELS LOADING.

European Ports.			
Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London, Rotterdam & Antwerp	Finlandia	J. M. & Co.	10 May
London and Antwerp	Sumatra	P. & O.	17 April
London and Antwerp	Assaye	P. & O.	27 April, Noon
London and Antwerp	Denbighshire	J. M. & Co.	15 June
Marseilles, via Saigon	Polynesian	M. M. Co.	23 April
Marseilles, via Havre and Hamburg	Sachsen	do	29 April
Marseilles, via Suez	Atsuta Maru	N. Y. K.	24 April, 4 light
Bremen, Naples, Genoa, &c.	Lutzow	N. D. L.	17 April, Noon
Marseilles, Havre and Hamburg	Sithonia	H. A. L.	27 May
Rotterdam, Hamburg & Antwerp	O. J. Ahlers	do	5 May
Havre, Bremen and Hamburg	H. A. L.	do	10 May
Rotterdam, Hamburg & Antwerp	Aradia	H. A. L.	31 May
Trieste via Singapore, &c.	Koerber	S. W. & Co.	19 April
Trieste via Singapore, &c.	Bohemia	S. W. & Co.	19 May
Trieste via Singapore, &c.	China	S. W. & Co.	1 May
New York, San Francisco and Canada.			
New York	Montrose	J. & Co.	23 April
San Francisco via Shanghai and Japan	Persia	P. M. Co.	23 April
do do	Manchuria	P. M. Co.	30 April, 1 p.m.
San Francisco via Shanghai & Japan &c.	Chiyo Maru	T. K. K.	7 May
do do	Nippon Maru	T. K. K.	28 May
Mexico, Peru, Chili via Japan	H'kong Maru	T. K. K.	7 June, Noon
do do	Seattle Maru	O. S. K.	14 May
Victoria & Tacoma via Shanghai & Japan	Panama Maru	O. S. K.	30 April
do do	Mexico Maru	O. S. K.	28 May
Vancouver via Shanghai, Japan &c.	Emp. of India	C. P. R. Co.	20 April
do do	Emp. of Japan	C. P. R. Co.	11 May
do do	Montangle	C. P. R. Co.	1 June
Seattle, via Nagasaki &c.	Minnesota	N. Y. K.	3 May, Noon
Victoria, Seattle via Shanghai & Japan	Awa Maru	N. Y. K.	23 April, Noon
Australia.			
Australia	St. Albans	G. L. & Co.	27 April
Australian Ports via Manila	P. Waldemar	M. & Co.	20 April, 9 a.m.
Australian Ports &c. via Manila	Yawata Maru	N. Y. K.	10 May, Noon
Singapore, Coast Ports and Japan.			
Singapore, Penang and Rangoon	Wardha	J. M. & Co.	17 April, Noon
Singapore, Penang and Calcutta	Namsang	J. M. & Co.	22 April, Noon
Shanghai, Nagasaki, Kobe and Yokohama	P. Ludwig	N. D. L.	18 April
Sundakan	Mausang	J. M. & Co.	17 April, Noon
Java &c.	Tjibola	J. C. J. L.	F. half April
Java &c.	Tjimali	J. C. J. L.	S. half April
Kudat and Sandakan	Tjitaroon	J. C. J. L.	F. half April
Manila, Mangarin, Iloilo & Cebu	Borneo	M. & Co.	Middle of April
Java, etc.	Zafiro	S. T. & Co.	20 April, 4 p.m.
Japan	Tjiluwang	J. C. J. L.	S. half April
Japan	Tjipanas	J. C. J. L.	F. half May
Kobe and Yokohama	Tjimanok	J. C. J. L.	F. half April
Manila	Coblentz	N. D. L.	30 April
Manila, Mangarin, Iloilo and Cebu	Yuenyang	J. M. & Co.	20 April, 2 p.m.
Poohow via Swatow and Amoy	Rabi	S. T. & Co.	30 April
Swatow, Amoy and Poohow	Kaijo Maru	O. S. K.	24 April, Noon
Swatow, Amoy and Poohow	Hatching	D. L. & Co.	19 April, 11 a.m.
Anping via Swatow and Amoy	Haitan	D. L. & Co.	23 April, 11 a.m.
Nagasaki, Kobe and Yokohama	Soshu Maru	O. S. K.	17 April, 10 a.m.
Chinwanta	Nikko Maru	N. Y. K.	8 May
Shanghai, Moji and Kobe	Onsang	J. M. & Co.	20 April
Shanghai, Kobe and Moji	Kutsang	N. Y. K.	24 April
Shanghai, Kobe and Yokohama	Ceylon Maru	J. M. & Co.	23 April, Noon
Shanghai, Kobe and Yokohama	Andalusia	H. A. L.	30 April
do do do	Yarra	M. M. Co.	22 April, 6 p.m.
do do do	Salazio	M. M. Co.	22 April
do do do	Monmouthshire	J. M. & Co.	1 June
do do do	Sithonia	do	20 April
do do do	Andalusia	do	30 April
do do do	Slavonia	do	30 April
do do do	Bayern	do	5 May
Shanghai	E. F. Ferdinand	S. W. & Co.	20 April
Shanghai	Tjilatjap	J. C. J. L.	F. half April
Shanghai	Bohemia	S. W. & Co.	5 May
Shanghai	Tjimali	J. C. J. L.	F. half May
Shanghai	Tjikini	J. C. J. L.	S. half May

## PASSENGERS.

Outward

Per P. and O. steamer *Mulva*, connecting with the steamer *Assaye* at Colombo. From London March 8.—

To Yokohama:—Mr. E. P. Broadwick.

To Shanghai:—Mr. D. Maitland.

To Hongkong:—Comdr. H. Luxmoore, Mr. E. P. Lang, Mrs. Miss, and Messrs. Lindstrom, Mr. F. W. Foster.

To Singapore:—Mr. R. S. Bainbridge, Miss E. Standwick, Miss W. M. Church, Mr. H. F. Mills, Mr. H. V. Jordan, Mr. J. S. Mackay, Mr. T. S. Livingstone.

To Penang:—Mr. J. King, Mr. L. B. Symes, Mr. E. Nightingale, Miss F. Bridge, Mrs. C. D. Freer, Mr. D. C. Jeffrey, Mr. A. Goldie.

From Marseilles March 15.—

To Hongkong:—Mr. J. Bain.

To Penang:—Mr. H. T. Dingham, Mr. A. Scott, Mr. G. V. Oldham, Mr. J. Craig.

Per P. and O. steamer *Borneo*, From London March 9.

To Yokohama:—Mr. E. F. Seymour.

To Shanghai:—Mr. and Mrs. J. Male, Mrs. and Miss Parrott, Miss E. Roope, Miss L. Walker, Mr. and Mrs. A. Rouse and children, Capt. and Mrs. E. W. Atkinson, Miss A. Proctor, Capt. and Mrs. T. A. O. Best.

To Hongkong:—Mr. S. W. Harris, Mrs. T. Brazier and children, Mr. A. M. Pritchard.

To Singapore:—Mr. P. Glynn, Mr. E. C. H. Churwood, Mr. P. G. Norman, Mr. J. R. Kerridge, Capt. T. B. Olive, Lieut. B. T. C. Frenth.

To Penang:—Mrs. W. N. Bright and child, Mrs. B. M. Smith, Mr. G. H. Jennings, Mr. and Mrs. W. E. Copeland, Mr. R. M. Panton, Mr. Fairweather, Miss Grouly, Mr. D. C. Macaskill, Mr. J. L. Sime, Mr. P. C. Forbes, Mr. R. Taylor, Mr. A. R. Douglas, Miss K. Walker, Mr. N. Bavan, Mr. Humbley, Mr. W. E. Wallis.

Per P. and O. steamer *China*, connecting with the steamer *Oceania* at Colombo. From London March 23.

To Yokohama:—Mr. and Mrs. Trovelin and children.

To Singapore:—Mr. G. Frazer, Mr. B. R. C. Reid, Mr. H. de B. Williams, Mr. F. R. Sayers, Mr. N. W. Steinberg, Mr. H. H. Holdbrook, Mr. W. L. Horwell, Mr. W. A. Taylor, Mr. E. W. Taylor, Mr. P. A. Winter, Miss L. Shand, Mr. G. E. Teale, Mr. R. J. A. Wynne, Capt. R. L. Moore, Mr. J. Milne.

To Penang:—Mr. Park and child.

From Marseilles March 30.

To Singapore:—Mr. A. Frazer.

Per P. and O. steamer *Syria*, From London March 23.

To Shanghai:—Mrs. and Miss C. L. Lowden.

To Hongkong:—Mrs. Ormiston and child, Mrs. W. J. Ratty and child.

To Samarang:—Miss K. Pontreath.

To Singapore:—Mr. E. Pugh, Mrs. Wofferton, Mrs. and Miss Abrams, Mrs. J. B. Morrell, Capt. H. G. H. Morrell, Mr. W. R. G. Hickey, Mrs. E. Southern, Dr. C. Strickland, Mr. O. A. B. Gantley, Miss Anderson, Mr. W. Annett.

To Penang:—Mr. Park and child, Mr. and Mrs. F. Mann, Mr. and Mrs. J. Bailey and children, Mr. W. Field, Miss A. Borton, Mr. A. J. Hall, Miss L. Lifford, Mr. C. F. Bryer, Mr. T. Grieve, Miss Gilden, Mr. C. Strickland, Mr. J. E. Wilde, Mr. D. Graham, Mr. W. S. Harding, Mrs. D. Lawler-Bailey.

Per P. and O. steamer *Macedonia*, connecting with the steamer *Devonian* at Colombo. From London April 4.

To Singapore:—Mr. and Mrs. J. W. Boyd-Walker, Mr. and Mrs. S. A. Lane and child, Mr. C. E. W. Hogge, Mr. A. O. Vigors, Miss H. M. Barrott, Mr. G. Pierson.

From Marseilles April 11.

To Singapore:—Mr. and Mrs. T. H. Stewart, Mr. and Mrs. Rouhens and children.

Per P. and O. steamer *Nora*, From London April 6.

To Yokohama:—Mr. K. Ogilvie, Mr. F. Singer.

To Shanghai:—Mrs. and Master Wedemeyer.

To Hongkong:—Mr. W. T. Harbord, Mrs. A. C. Cloverley and child, Miss King.

To Singapore:—Mrs. T. W. Rowley and children, Mr. and Mrs. W. H. Hanson, Mr. H. K. Shaw, Miss A. L. MacKenzie, Mrs. W. Blake and child, Mr. and Mrs. R. Williams and child, Mr. P. Armstrong, Mr. N. Robertson, Mr. Handmann, Mr. A. E. Davis.

To Penang:—Mrs. Neubronner and children, Commander Mills, R.N., Mrs. and Misses J. F. Mills, Mr. F. H. N. Evans, Mr. T. H. Thorne, Mr. and Mrs. A. Dishman, Mr. C. H. Allin and child, Mr. W. C. Harley.

To Singapore:—Mr. de Roquefeuil.

Per P. and O. steamer *Morea*, connecting with the steamer *Delta* at Colombo. From London, April 10:—

To Shanghai:—Mrs. Henderson, To Singapore:—Mr. E. A. Gibson, Mr. H. C. H. Lane.

To Penang:—Mrs. and Master Jarvis. From Marseilles, April 20.—

To Shanghai:—Mr. E. Fuller. To Hongkong:—Mr. H. Sutton. To Singapore:—Mr. J. Williamson.

Per P. and O. steamer *Simla*, From London, April 20.—

To Singapore:—Mrs. W. M. Sime and children, Mr. and Mrs. W. Butler and children. To Penang:—Mr. W. Kaufmann, Mr. W. B. Milne, Mr. C. S. Gray, Mrs. Phillips.

Per N.D.L. steamer *Prinz Ludwig*, From Hamburg March 7.—

To Yokohama:—Mrs. H. and Miss M. Sanojka, Mr. and Mrs. A. v. Winterfeld, To Hongkong:—Mr. H. Homenschneider, Mr. H. Schumacher, Dr. V. Sevilla, Mr. A. Lindner, Mrs. Buhmann and children. From Antwerp March 11.—

To Sourabaya:—Mrs. W. De Bous.

To Singapore:—Mr. and Mrs. W. Coops, Jan, Mr. and Mrs. J. Mory, From Southampton March 12.—

To Yokohama:—Mrs. Hauptmann-Solgor and child, Mrs. A. Hide and child, To Shanghai:—Mrs. A. Walsh and child, Miss H. D. Gordon.

To Hongkong:—Mr. and Mrs. E. W. Carpenter, Mr. G. H. Reid. To Sandakan:—Mr. O. Holmann.

To Singapore:—Miss L. Summy, Mr. G. Horne, Mr. A. Robertson, Mr. and Mrs. Lindsey Browne.

To Penang:—Mrs. R. Hewitt and children. From Genoa March 21.—

To Yokohama:—Mr. and Mrs. E. Schaumlöffel.

To Kobe:—Mr. and Mrs. C. Chickin.

To Shanghai:—Mrs. A. Henderson, Mr. Willich.

To Hongkong:—Dr. T. von Wosol, Dr. and Mrs. Salecker and child, Mr. Kammerich, Sister B. Burdener, Madam S. von Wechmer, Mr. B. von Harling, Mrs. M. Brucker, Miss E. Wilhelm, Mr. J. Morcier, Mr. Strohkorb.

To Manila:—Mr. and Mrs. Grossman, Mr. Hoyer, Mr. Paternoster.

To Bangkok:—Mr. A. Marlow.

To Batavia:—Mr. H. G. Gonsalves.

To Sourabaya:—Mr. J. de Hann, Mr. C. von Bazajo.

To Samarang:—Mr. J. P. A. Paris and family. To Belawan-Dell:—Miss E. Wallach.

To Singapore:—Mr. L. Bandien, Mr. M. P. Ormen, Mr. F. J. J. F. Biorlo, Mr. G. W. van Dapperton, Mr. van Hoogarde, Mr. Goldschmidt.

To Penang:—Mr. M. Goldenberg, Miss Schmidt, Mrs. de Baux, Mr. H. B. O. Falk.

From Port Said.—

To Hongkong:—Miss W. M. Carden. From Colombo.—

To Shanghai:—Dr. and Mrs. Myders, Mrs. McClellan, Mr. J. L. Tillotson.

To Hongkong:—Mr. F. J. Hemmett, Dr. H. E. Isaacson and daughters.

HOTEL LISTS.

KNOW EDWARD HOTEL.

Alexander, Mr. and Misses, Mr. and Mrs. and child Mrs. A. A. Lefra, Consul & Co.

Avenell, Mr. and Mrs. Mashoff, C. N.

Bannatyne, Capt. Massey, Miss.

Bannatyne, Miss. Mch., J. S.

M. McCormack, J.

Bayly, C. Michael, Dr.

Bellos, Dr. Midenshima, J.

Born, T. R. Miles, H.

Bradshaw, H. Nobbs, A. K.

Buck, Mrs. R. Mody, Mr. & Mrs.

Chistfield, N. J. H. N.

Chistola, J. Murray, M. F.

Cowan, Mrs. Murray, W. R.

Edwards, F. F. Passmore, Capt.

Edwards, Mrs. M. M.

child Peel, C. A.

Elcke, Mr. & Mrs. Percy, C. A.

Ellis, Mr. & Mrs. Prendergast, H.

R. H. Rainway, Mrs. R.

Elvines, C. A. Rees, L. C.

Flisher, F. Rowold, B.

Ginkel, A. Shearer, Mr. & Mrs.

Haskell, D. Mrs. J. S.

Hills, A. S. Sibree, Dr. A.

Hirno, A. Spurge, H. S.

Hunter, H. Stewart, Capt. & Mrs.

Jackson, Miss A. Mrs.

Kemp, Capt. and Tooker, Mr. & Mrs.

Mrs. W. J. W. Mrs.

Koston, A. C. Watkins, H.

Kinghorn, Mr. and Watson, J.

Mrs. Whiplon, M.

Kraft, Mr. & Mrs. S.

W. D. Winkler

Laurlen, Mr. & Young, J. R.

Mrs. G. Young, J. C.

Launce, J.

## HONGKONG HOTEL.

Andrews, Miss I.	Jones, E. H.
Baldwin, Mrs. A. M.	Joseph, M. A.
Bate, E. R.	Joseph, R. M.
Bell, B.	Julian, O. O.
Bell, Mrs. E. R.	Kear, Mrs. C. R.
Bell, Mrs. E. R.	Kuward, T. N.
Bell, Mrs. E. R.	Loche, L. N.
Bell, Mrs. E. R.	Lennart, R.
Bell, Mrs. E. R.	Linton, P.
Bell, Mrs. E. R.	Lloyd, G. T.
Bell, Mrs. E. R.	Mackie, D. D.
Bell, Mrs. E. R.	Macqueen, T. M.
Bell, Mrs. E. R.	Marr, Miss T.
Bell, Mrs. E. R.	Marsall, W. B.
Bell, Mrs. E. R.	Mason, F.
Bell, Mrs. E. R.	Merrill, J. R.
Bell, Mrs. E. R.	Morris, J.
Bell, Mrs. E. R.	Muller, Mr. and Mrs. J. D. F.
Bell, Mrs. E. R.	Noble, Mrs. J.
Bell, Mrs. E. R.	Northcote, Capt. and Mrs. F. D.
Bell, Mrs. E. R.	Quinn, J.
Bell, Mrs. E. R.	Rames, E. J. W.
Bell, Mrs. E. R.	Ray, E. H.
Bell, Mrs. E. R.	Raymond, E. M.
Bell, Mrs. E. R.	Reay, Miss F.
Bell, Mrs. E. R.	Rickards, W. H.
Bell, Mrs. E. R.	Rush, P. G.
Bell, Mrs. E. R.	Saunders, W. W.
Bell, Mrs. E. R.	Scharlach, Mr. and Mrs.
Bell, Mrs. E. R.	Scheater, Dr.
Bell, Mrs. E. R.	Schwolke
Bell, Mrs. E. R.	Shields, C. H.
Bell, Mrs. E. R.	Sikindus, Lt. C. V. S.
Bell, Mrs. E. R.	Smith, E. E.
Bell, Mrs. E. R.	Solomon, H. H.
Bell, Mrs. E. R.	Spalding, Dr. and Mrs. A. D. and Mrs. J. D.
Bell, Mrs. E. R.	Spillies, J.
Bell, Mrs. E. R.	Stanford, Mr. and Mrs. W. E. O.
Bell, Mrs. E. R.	Stanfield, L.
Bell, Mrs. E. R.	Stepford, Lt. R.
Bell, Mrs. E. R.	Stowell, Mr. and Mrs. V. A.
Bell, Mrs. E. R.	Square, Miss W. and Mrs. L. E.
Bell, Mrs. E. R.	Stefner, Lt. and Mrs. O. E.
Bell, Mrs. E. R.	Uyemura, K.
Bell, Mrs. E. R.	Vermey, G.
Bell, Mrs. E. R.	Vollbrecht, Mr. and Mrs. E.
Bell, Mrs. E. R.	Wallor, Col. and Mrs.
Bell, Mrs. E. R.	Watson, L.
Bell, Mrs. E. R.	White, Mr. and Mrs. H. L. H.
Bell, Mrs. E. R.	Whitmarsh, A.
Bell, Mrs. E. R.	White, O.
Bell, Mrs. E. R.	Wegand, F. C.
Bell, Mrs. E. R.	Wilford, E. C.
Bell, Mrs. E. R.	Willis, Mr. and Mrs. C. J.
Bell, Mrs. E. R.	Wright, Mr. and Mrs. J. F.
Bell, Mrs. E. R.	Wyman, Miss A.
Bell, Mrs. E. R.	Wyman, Miss I.

## UNCLAIMED TELEGRAMS.

## Eastern Extension.

List of unclaimed telegrams lying in the Eastern Extension Office at Hongkong:—

Bard, Peak Hotel, from Ormardale.

Bonjamin, Passenger Austria Lloyd, from Shanghai.

Boteler, Hongkong Hotel, from Manila.

Captain Hunt, Punjab, from London-Sub.

Compton, from Manila.

George Desbion, from Manila.

Huneloung, Pathengkhilow Street, from Port Louis, Mauritius.

Jaun Wah, Connaught Road, from Friesland.

Konghaplong, from Manila.

Konhoplong, from Hilo.

Kwongyak, from Singapore.

Lambert, from Manila.

Leongwa No. 30, Third floor, Pottinger Street, from Bangkok.

Major Alonzo Gray, steamer Yuenyang, from Manila.

Mansfield, from Manila.

Mr. from Kuala Lumpur.

Mr. Vong Pong Choe Chuan-kwok Middle Market, from Saigon.

Nichols, from Manila.

Quanglong, Bonham Strand, from Cienfuegos.

Quinn, passenger Korea, from Manila.

Schillago, from Manchester.

Taytianglong, from Samara ng.

Toungkai Crop Sangheong Twenty Main Street, from Kuala Lumpur.

Teutonia, from Bangkok.

Yapkonah, 120, Teokpostow, from Kuala Lumpur.

Yuenfat, from Bangkok.

0088, 3100, 2075, 5887, from Tientsin.

J. M. BECK, Superintendent.

## Great Northern.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

Anatolia.

Chaney, E. A., Hongkong Hotel, Chioang.

Chongchinglong, Mercer Street.

Chunghinglong, Wing Lok St. Cudahy, Hongkong Hotel.

Gohkongee Sienya.

Hangatungai.

Kwonheeyin.

Lies, Passenger Princess Alice, More Astor.

Pderson Bradley.

0022, 3883, 1344, 7127 (2).

0022, 3883, 2212, 2052.

2480, 0342, 3152, 5887.

2494, 7127.

2095, 1595.

3390, 1344, 5894, 0337, 0077, 0443.

H. K. Station April 14, 1911.

E. V. JESSEN, Acting Superintendent.

## WATER RETURN.

## Level and Storage of water in

## Reservoirs on April 1, 1912.

## CITY AND HILL DISTRICT WATER WORKS LEVEL.

## WORKS LEVEL.

## Tytan.

## Tytan.

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## FAR EASTERN NAVAL SQUADRONS.

## BRITISH.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	4	2,000	Comdr. A. Lowndes	Hongkong
Astoria	2nd class cruiser	4,300	10	7,000	Captain E. B. Kiddo	Shanghai
Atlas	Admiralty tug	615	—	1,400	—	Hongkong
Bramble	Gunboat	710	—	900	Com. B.G. Washington	Kiukiang
Britonart	Gunboat	710	—	900	Lt.-Com. J. M. Barker	Hankow
Cadmus	British sloop	1,070	—	1,400	Capt. H. Lynes	Hankow
Cambrian	2nd class cruiser	4,300	10	7,000	Capt. J. E. Drummond	Hongkong
Chowab	Water tank and tug	390	—	340	Master W. Smith	Hongkong
Clio	British sloop	1,970	—	1,400	Comdr. H. R. Veale	Canton
Fame	Torpedo-boat destroyer	340	6	5,700	Lt.-Com. H. S. Monroe	Hongkong
Flora	2nd class cruiser	4,350	10	7,000	Capt. C. F. Corbett M.V.O.	Shanghai
Handy	Torpedo boat destroyer	295	6	4,000	Lt.-Com. R. R. Rosman	West River
Janus	Torpedo-boat destroyer	320	6	3,900	Lt.-Comdr. Maxwell	Hongkong
Kent	Armoured cruiser	9,800	14	22,000	Capt. Allen T. Hunt	Chingwantao
Kinsla	River gunboat	616	—	1,200	Lt.-Com. H. Marryatt	Hankow
Merlin	Surveying ship	1,070	6	1,400	Capt. F. C. C. Pasco	Hongkong
Minotaur	Armoured cruiser	14,000	—	27,000	Capt. G. C. Chyley	Hongkong
Monmouth	Armoured cruiser	9,800	—	22,000	Capt. L. E. Power, M.V.O.	Hongkong
Moorhous	River gunboat	180	2	800	Lt.-Comdr. G. P. Leith	West River
Newcastle	2nd class cruiser	4,300	—	22,000	Capt. G. P. E. Hunt D.S.O.	Hongkong
Nightingale	River gunboat	85	—	240	Lt.-Comdr. M. Murray	Yangtze
Otter	Torpedo-boat	385	6	6,300	Comdr. Lamb	Hongkong
Pegasus	Protected cruiser	2,135	—	5,000	Comdr. F. H. Mitchell	Yangtze
Prometheus	3rd class cruiser	2,135	—	5,000	Comdr. P. H. Warleigh	Hongkong
Ribble	T.B.D.	590	6	7,500	Lt.-Com. E. J. G. Mackinnon	Hongkong
Robin	River gunboat	85	2	240	Lt.-Comdr. J. S. Tyndall	West River
Rosario	Despatch-boat	980	—	1,400	Lt.-Comdr. N. E. Archdale	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. E. J. J. Toothby	Hongkong
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtze
Taku	Torpedo boat destroyer	305	—	6,000	Lt.-Comdr. Brickenden	Hongkong
Tamar	Receiving ship	4,050	6	—	Comdr. Eyres	Hongkong
Teal	River gunboat	180	2	800	Com. Hon. Guy Stopford	Chungking
Thistle	Gunboat	710	—	900	Lt.-Com. M. Baillie Hamilton	Hankow
Uak	T.B.D.	590	—	7,500	Lt.-Comdr. B. W. Bluet	Shanghai
Vingo	Torpedo-boat destroyer	390	6	6,300	Lt.-Com. H. D. Adair-Hall	Swatow
Waterwitch	Surveying ship	626	—	450	Lt.-Com. R. L. Hancock	Hongkong
Welland	T.B.D.	590	—	5,700	Lt.-Com. E. T. Chambers	Shanghai
Whiting	Torpedo-boat destroyer	305	5	5,900	Lt.-Com. G. B. Hartford	Hongkong
Widgeon	Gunboat	195	2	800	Comdr. M. H. Wilding	Kiating
Woodcock	Gunboat	150	2	550	Lt.-Com. M. B. Blackwood	Yangtze
Woodlark	Gunboat	150	2	550	Lt.-Comdr. G. F. Mulock	Hankow

Flagship of Admiral Sir A. L. Winslow, K.O.B., O.V.O., O.M.G.

## AMERICAN.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Adder	Submarine	—	—	—	Ensign J. M. Murray	Manila
Albany	Protected cruiser	3,430	17	7,000	Com. C. S. Williams	Yokohama
Bainbridge	Torpedo-boat destroyer	420	7	8,000	Ensign E. S. Root	Manila
Barry	Torpedo-boat destroyer	420	7	8,000	En. Robt. W. Cavanaugh	Manila
Callao	Gunboat	243	8	250	Ensign Stuart W. Coker	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Ensign L. N. McNair	Manila
Chattanooga	Protected cruiser	3,100	10	4,700	Com. John D. McDonald	Amoy
Cleveland	Protected cruiser	3,100	10	4,700	Com. Hugh Rodman	Cavite
Dale	Torpedo-boat destroyer	420	7	8,000	Ensign F. J. Fletcher	Manila
Decatur	Torpedo-boat destroyer	420	8	—	Ensign C. S. Graves	Manila
El Cano	Gunboat	—	—	—	Lt. Com. W. D. Brotherton	Yangtze
Helena	Gunboat	1,397	18	1,800	Com. R. O. Bitter	Yangtze
Juifos	Gunboat	—	—	—	Lt. J. W. Schoenfeld	Cavite
Mindoro	Gunboat	170	5	—	Lt. C. A. Woodruff	—
Moccasin	Submarine	—	—	—	Ensign E. D. Whorter	Manila
Mohican	Station ship	1,900	—	5,244	Ensign Robt. V. Lowe	Manila
Monadnock	—	—	—	—	—	Cavite
Monterey	Monitor	4,084	4	5,200	Com. H. A. Bispham	Cavite
New Orleans	Cruiser	3,430	25	—	Com. William G. Miller	Yokohama
Pampanga	Gunboat	243	8	—	Lt. George C. Pogram	Cavite
Porpoise	Submarine	—	—	—	Ensign L. C. Van de Carr	Manila
Queros	Gunboat	—	—	—	Lt. J. W. Schoenfeld	Cavite
Rainbow	Cruiser	6,206	14	—	Lt. Comdr. A. N. Mitchell	Cavite
Samar	Gunboat	242	8	250	Ensign N. H. Goss	Yangtze
Santoga	Protected cruiser	8,150	25	7,075	Comdr. Joseph L. Jayne	Yokohama
Shark	Submarine	—	—	—	Ensign Hadry M. Jensen	Manila
Villalobos	Gunboat	370	9	500	Lt. W. L. Friedell	Yangtze
Wilmington	Gunboat	1,397	20	1,894	Comdr. W. A. Edgar	Hongkong

Flagship of Rear-Adm. John Hubbard, Commander-in-Chief U.S. Asiatic Fleet.

## GERMAN.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Emden	Cruiser	3,000	22	13,500	Capt. v. Restorff	Tsingtau
Gneisenau	Armoured cruiser	11,000	36	20,000	Captain v. Useler	Tsingtau
Ilse	Gunboat	900	12	1,300	Comdr. v. Gohren	Shanghai
Jaguar	Gunboat	900	12	1,300	Comdr. Varselov	Tsingtau
Leipzig	Cruiser	3,250	24	11,000	Capt. Behneke	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Bendemann	Tsingtau
Nurnburg	Cruiser	3,400	22	13,200	Capt. Moraberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze
Scharnhorst	Flagship	11,000	36	20,000	Capt. Rosing	Shanghai
S. 90	Torpedo-boat	400	8	6,500	Capt. Lieut. Borrenborg	Tsingtau
Taku	Torpedo-boat	280	4	6,000	Obt. z. S. Claassen	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Luppe	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lieut. Ehrh Fireks	Canton
Vaterland	River gunboat	223	4	500	Obt. z. S. Prinz	Shanghai

## FRENCH.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Dupleix	Armoured cruiser	10,014	30	20,000	—	Hongkong
Kleber	1st-Class cruiser	9,700	12	19,000	—	Haigon
Decedee	Gunboat	945	10	1,000	Lt. de Linares	Haigon
Argus	River gunboat	180	6	370	Lt. d'Estienne	Canton
Vigilante	Gunboat	123	7	500	Lt. Biscail	Canton
Pelito	Gunboat	130	—	—	Lt. Puech	Tongku
Esturgeon	Submarine	—	—	—	Lt. Combet	Haigon
Lynx	Submarine	—	—	—	Lt. Marrs	Haigon
Perle	Submarine	500	—	—	—	Haigon
Protee	Submarine	—	—	—	Lt. Morris	Haigon
Styx	Armoured gunboat	1,798	10	1,700	Lt. Seriot	Haigon
Fronda	Destroyer	350	7	303	—	Haigon
d'Irville	Destroyer	—	—	—	—	Haigon
Takou	Destroyer	250	9	—	—	Haigon
Pistolet	Destroyer	130	7	300	Comdr. Mortenol	Hongay
Mousquet	Destroyer	307	6	300	Lt. de la R. Kerandron	Haigon
Vauban	Torpedo-depot	—	—	—	—	Haigon
Veteran	Torpedo-depot	—	—	—	Lt. Bihel	Cap. St. Jacques
Manole	Surveying-ship	1,025	10	9,000	Com. Ragot de Touche	Haigon

Flagship of Rear-Admiral Ochock de Kerillan, Commander-in-Chief, the French China Station.  
Flagship of Comodoro Bouicaut, Commanding the local defence Indo-China.

## PORTUGUESE.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Captain J. Milheiro	Macao

## MARKET PRICES.

Hongkong, April 5, 1912.

## BUTCHER MEAT.

Meat	Price
Beef Sirloin & Prime Out, — Mei Lung Pa	lb. 20
" Corned, — Han Ngau Yuk	lb. 20
" Roast, — Shiu	lb. 20
" Breast, — Nagu Lam	lb. 16
" Soup, — Tong Yuk	lb. 15
" Steak, — Ngau Yuk Pa	lb. 20
" do. — Sirloin Coton — Ngau Lau	lb. 30
" Sausages, — Ngau Oh lung	lb. 24
Bullock's Brains — Know	per set 9
" Tongue fresh, — Ngau Li	each 45
" corned, — Ham Ngau Li	each 60
" Head, — Ngau Tan	each 6
" Heart, — Ngau Sum	each 12
" Pump, Salt, — Ngau Kin	each 18
" Feet, — Ngau Kask	each 9
" Kidneys, — Ngau Yiu	each 18
" Tail, — Ngau Moi	each 18
" Liver, — Ngau Kon	lb. 12
" Tripe (undressed), — Ngau To	each 6
Calvo Head & Feet, — Ngau-chai-tu-kark	set \$1
Mutton Chop, — Young Poi Kwat	lb. 22
" Leg, — Young Poi	lb. 22
" Sh. ulder, — Young Shau	lb. 20
Pigs Chitlings, — Chu Chong	lb. 22
" Brains, — Chu Know	per set 24
" Feet, — Chu Kark	lb. 12
" Fry, — Chu Chak	lb. 25
" Head, — Chu Tau	lb. 15
" Heart, — Chu Sum	each 13
" Kidneys, — Chu Yiu	each 9
" Liver, — Chu Con	lb. 30
Pork, Chop, — Chu Pai Kwat	lb. 20
" Corned, — Ham Chu Yuk	lb. 20
" Leg, — Chu Poi	lb. 24
" Fat or Lard, — Chu Yau	lb. 15
Sheep Head and Feet, — Young Tau Kark	set 50
" Heart, — Young Sum	each 6
" Kidneys, — Young Yiu	each 9
" Liver, — Young Con	lb. 24
Smoking Pigs, To Order, — Chu Chai	lb. 22
Suet, Beef, — Sang Ngau Yau	lb. 20
" Mutton, — Sang Young Yau	lb. 22
" Veal, — Ngau Chai Yuk	lb. 20
" Sausages, — Ngau Chai Chung	lb. 20

## POULTRY.

Poultry	Price
Chicken, — Kai Chai	lb. 32
Capons, Large, Small, — Sin Kai	lb. 32
Ducks, — Ap	lb. 27
Doves, — Pan Kau	each 10
Eggs, Hen, — Kai Tan	per doz 24
Fowls, Canton, — Kai	lb. 35
" Hainan, — Hoi Nam Kai	lb. 32
Geese, — Ngai	lb. 27
Geese, Wild, — Shang-ho Yea Ngai	pair 1
Musk Deer, — Wong Keng	each 70
Hare, Shanghai, — Tu Chai	each 70
Partridge, — Che Khoo	pair \$ 170
Pheasant, — Shan Kai	each 36
Pigeons, Canton, — Pak Kup	each 25
" Hoihow, — Hoi How Pak Kup	each 23
Quail, — Um Chun	dozen 25
Rice Birds, — Wo Fa Cheul	each 25
Snipe, — Sa Choy	lb. 51
Turkeys, Cook, — Phor Kai Kung	lb. 05
" Hen, — Na	lb. 05
Wild Ducks, — Shai — Shang hoi Sui Ap	—
Teal, — Sui Ap Chai	—
Wild Ducks Canton, — Sang-Shing Sui Ap	—

## FISH.

Fish	Price
Barbel, — Ka Yu	lb. 9
Bream, — Bin Yu	lb. 16
Canton Fresh Water Fish, — Hoi Sin Yu	lb. 22
Carp, — Li Yu	lb. 18
Catfish, — Chik Yu	lb. 18
Codfish, — Man Yu	lb. 20
Crabs, — Hai	lb. 15
Outlet Fish, — Muk Yu	lb. 14
Dab, — Sa Mang Yu	lb. 11
Dace, — Wong Mei Lun	lb. 8
Dog Fish, — Tit Ta Sa	lb. 15
Eels, Congor, — Hoi Mann	lb. 10
" Fresh water, — Tam Sin Yu	lb. 28
Eels, Yellow, — Wong Sin	lb. 32
Frogs, — Tien Kai	lb. 62
Garoupa, — Sok Pan	lb. 12
Gudgeon, — Pak Kup Yu	lb. 20
Herrings, — Tao Pak	lb. 28
Halibut, — Cheung Kwan Kup	lb. 18
Labrus, — Wong Fa Yu	lb. 28
Loach, — Wu Yu	lb. 20
Lobsters, — Lung Ha	lb. 24
Maokrel, — Chi Yu	lb. 28
Monk Fish, — Mong Yu	lb. 15
Mullet, — Chai Yu	lb. 20
Oysters, — Sung Hoo	lb. 16
Parrotfish, — Kai Kung Yu	lb. 15
Perch, — Tau Loo	lb. 8
Pike, — Fa Paw Poong	lb. 18
Plaice, — Pan Yu	lb. 22
Pomfret, Black, — Hak Chong	lb. 28
Pomfret, White, — Pak Chong	lb. 52
Pawns, — Mito Ha	lb. 8
Ray, — Pai Pa Sa	lb. 15
Rock Fish, — Sak Ka Kung	lb. 4
Salmon, — Ma Yu Yu	lb. 4

## 肉食

Meat	Price
Shark, — Sa Yu	lb. 9
Skate, — Po Yu	lb. 10
Shrimps, — Ha	lb. 24
Snapper, — Lap Yu	lb. 18
Soles, — Tat Sa Yu	lb. 18
Tench, — Wan Yu	lb. 20
Turbot, — Cho Hoi Yu	lb. 57
Turtles, small, fresh water, — Kork Yu	lb. 20
White Bat, — Ngau Yu Chai	lb. 1

## FRUITS.

Fruit	Price
Almonds, — Hung Yau	lb. 25
Apples (California), — Kam San Ping Kho	lb. 15
" (Chifoo), — Tin Chuan Ping Kho	lb. 15
" Small, — Hoi Tong	each 1
" Oustard, — Fan Lai Chai	each 1
Bananas, fragrant, Canton, — San Shing Heung Chiu	lb. 3
" (brides), Macao, — San Heung Chiu	lb. 14
Chestnuts, Chinese, — Foong Lat	each 12
Carambola, — Young Tue	each 12
Cocanuts, — Yeh Tso	each 12
Lemons, China, — Ning Moong	lb. 10
" America, — Kum San Ning Moon	lb. 10
Lichies Dried, — Lai Chi, small Stone	lb. 25
" Fresh	lb. 8
Limes, (Saigon), — Sai Kung Ning Moong	each 8
Mango, Manila, — Lui Sung Moong	each 12
Mangosteens, — San Chuk Tso	doz 1
Oranges, (Canton), — San-shing Tin Ching	lb. 15
" Sweet	lb. 15
Pears, (American), — Kam San Shout Lry	lb. 10
" (Canton), Cooking, — Sa Lay	lb. 10
Peanuts, — Fa Sang	lb. 10
Perseimons Large, — Hung Chio	lb. 10
Pine-apples, 1st quality, — Poon Ti Pau Law each	lb. 1
" 2nd	lb. 1
Plantain, — Tai Chou	lb. 1
Plums, — Swintow, Hung Lai	lb. 15
Pumelo, Siam, — Chim Lo Yau	each 15
" Shanghai, — Lo Kwat	lb. 15
Walnuts, — Hop Tuo	lb. 1
" Green, — Sang Hop Tuo	lb. 1
Water Melon, — (Am.) Kom San Sai Kwa	each 1
" (China) Sai Kwa	each 1
Grapes, — Sang Po Tai Tso	lb. 1

## 菓子

## VEGETABLES, &amp;c.

Vegetable	Price
Artichokes, Shanghai, — Sheung-hoi Ah Chi	lb. 8
Cheuk	lb. 8
Beans, (French), Macao, — Oh Moou Pin Tau	lb. 8
" (French) Shanghai, — Sheung Hai Pin	lb. 8
" Tau	



## COMMERCIAL.

## Freight Circular.

Messrs. Lamke and Rogge, writing on April 13, state:—The freight market has not undergone any material change during the past fortnight, and the amount of chartering transacted is on about the same scale as last reported. Business as far as Southern rice ports is concerned was dragging early in the fortnight on account of the scanty supplies coming in. However, arrivals of paddy seem to be more plentiful lately judging by the inquiries for prompt tonnage Saigon-Hongkong and to Philippines, and consequent fixtures effected, and it goes without saying that more chartering business would have resulted had it not been for the limited available supply of prompt boats. The North reports, that trade there is fairly brisk, and owing to liners being well employed on their regular run and meeting with little opposition from "outsiders," rates are firm showing an upward tendency.

Saigon-Hongkong:—Outside of regular boats some fixtures were put through at 15 cents and though 16 cents is offering for medium-sized vessels, no further tonnage could be obtained for prompt loading. Exports during this season amount to total 86,697 tons as compared with 159,559 tons same period of last year. Quotation stands for April-May shipment \$5.83 per picul f.o.b. against \$5.15 same time last year.

Saigon-Philippines:—No chartering business seems to have resulted locally from inquiries put on our market. Just at the time of writing we hear of a steamer having been fixed in Manila at 25 cents per picul. It is expected that a good deal of tonnage will be wanted in this direction during this month.

Saigon-Japan:—During February-March 10,880 tons were shipped all in Japanese bottom.

Bangkok-Hongkong:—Liners have not sufficient employment on the regular run. This year's crop is practically a failure. Last year's crop was also very poor when the rice mills had to stop work after 5 months and the general opinion is that the greater part of Chinese mills will be compelled to shut down after May.

Hongkong-Manila:—The Standard Oil Co.'s warehouse in Pandacan being totally destroyed by a fire, the Norwegian s.s. Childar was chartered for 2 consecutive trips to carry kerosene oil hence to Manila.

Troops:—The Chinese-owned s.s. Telomachus has been taken up to carry troops from Canton to Swatow.

Newchwang-Canton:—A few fixtures were put through on basis of last rates paid.

Timecharter:—Coal tonnage for trips from Japan being difficult to procure, consumers have taken up on timecharter the s.s. Germania 6-6 months intended to trade Japan-Manila, and s.s. Rajah 7 months for coal trade Japan-Chinese ports; s.s. Paklat was secured for a round trip Hongkong-Mauritius-Hongkong on timecharter basis. Coal freights from Japan:—Great difficulty is still being experienced in obtaining tonnage. Only a few settlements have come to pass as follows:—Mojito-Hongkong \$2.40, Karatsu-Hongkong \$2.40, Wakamatsu-Swato \$2.65, Tsingtau-Hongkong \$2.50, and Karatsu-Manila, rate not reported.

## Japan and China Trade.

The influence of Japan on China trade has been growing very fast, in spite of Japan's failure to get control of the China Merchants' Steam Navigation Company, and the Han-yeh-ping works. We know of a number of enterprises that have failed under foreign and Chinese management and are now prospering under Japanese management; and at present practically all the big mills that were formerly under Chinese control are now under Japanese control, either wholly or partly.

## Notices

## THE INSTITUTION OF ENGINEERS &amp; SHIPBUILDERS OF HONGKONG.

King's Buildings.

A Smoking Concert will be held in the rooms of the above Institution on SATURDAY, April 20th, at 8 p.m. Admission \$1. Visitors are cordially invited. Tickets may be procured at the Institute.

W. J. THOAKES, Secretary.

Hongkong, 15th April, 1912. [307]

## NOTICE.

## HONGKONG FOOTBALL CLUB

THE ANNUAL DINNER will be held on SATURDAY, April 20th, at 7.15 p.m. in the HONGKONG HOTEL.

Members intending to be present should notify the undersigned, giving number of guests they intend to invite.

A. HAMILTON, Hon. Secretary.

SA YING-PUN SCHOOL, Hongkong, 12th April, 1912. [298]

## HONGKONG JOCKEY CLUB.

## NOTICE.

THE HA-FE-ARLY MEETING of the above Club will be held on SATURDAY, the 27th April, 1912, at 12.30 p.m., at the Offices of the JOCKEY CLUB on the Ground Floor of the Hongkong Club Annex, Chester Road.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 13th April, 1912. [301]

THOSE wishing to enter for the SOLDIERS' CLUB ORICRIT and FOOTBALL CHALLENGE SHIELD, Competitions should notify Mr. THORNHILL of the Soldiers' Club.

Entrance Fee \$5.

Hongkong, 2nd March, 1912. [218]

## DIRECCAO DAS OBRAS PUBLICAS DE MACAU.

THE Macao Public Works Department will, up to 12 o'clock (noon) of the 10th day of the coming month of May, receive proposals for the erection of eight (8) dwelling houses, under the following conditions:—

1st.

The bidder shall present detailed and complete designs of the construction type that he proposes to erect, reserving himself to the lot which is disposed for the effect, situated in the Plans which may be seen at the Portuguese Consulate in Hongkong and at the Public Works Department in Macao.

2nd.

The type of the buildings will be submitted only to the following characteristics:—

(a) Each house shall consist of ground-floor, built on a site, and first floor;

(b) It will be designed for family lodgings and shall contain from 6 to 8 interior apartments. Outside the building there shall be the necessary out-houses;

(c) All houses shall be isolated and independent and shall be provided with gardens and yards where the said out-houses shall be situated. Twinhouses, that is, those equal to one another and symmetrical, forming only one lot of the building, will be admitted, provided they are absolutely independent.

3rd.

Each proposal must consist of:—

(a) Complete design (Plans, Elevation and detailed description of the works);

(b) Specifications of their execution;

(c) Price of each complete building;

4th.

Within thirty days reckoned from the date on which the rejection of the proposals closes, the classification of the competitors will be published, the same way and in the same place as the present notices are. No claims will be admitted on the classification.

5th.

The conditions for preference are:—

(a) Price per square metre of dwelling;

(b) Aesthetic and hygienic of the buildings;

(c) Time taken for the completion of works;

6th.

Designs whose price for each complete building (condition 3rd) exceeds five hundred dollars (\$500) cannot be considered. By building here is meant the house defined in a and b of condition 2nd.

7th.

To the competitors classified in the first place, the adjudication for the erection of the buildings will be granted; the next will be awarded a prize of \$250 and the third the prize of \$250.

8th.

All the designs presented will remain in and become the possession of the Macao Public Works Department.

Public Works Department, Macao, 6th April, 1912.

A. P. de MIRANDA GUEDES, Director of Public Works.

## To Sail

## Regular Steamship Service

## PROPOSED SAILING FROM HONGKONG.

## FOR NEW YORK.

(With Liberty to call at the Malabar Coast and to proceed via the Cape of Good Hope.)

S.S. "MONTROUSE" (on or about 23rd April)

For Freight and further information, apply to

DQDWELL &amp; CO., LTD., Agents.

Hongkong, 10th April, 1912. [383]

## FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

## THE Steamship

"CATHERINE APCAR"

Captain E. W. Lamson, will be despatched for the above ports on SATURDAY, the 20th April, at 1 p.m.

For Freight or Passage, apply to

DAVID SASSOON &amp; CO., LTD., Agents.

Hongkong, 15th April, 1912. [301]

## Consignees

## NOTICE TO CONSIGNEES.

## FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignee's risk and expense.

Cargo remaining on board after 4 p.m. of the 17th instant, will be landed at consignee's risk and expense.

Consignees of cargo from Singapore and Penang are requested to take immediate delivery of their goods from alongside, at which cargo impeding the discharge of the vessel will be landed and stored at consignee's risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON &amp; CO., LTD., Agents.

Hongkong, 15th April, 1912. [306]

## "SEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENARTY"

FROM LEITH, MIDDELSBRO, LONDON &amp; STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th April, will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 23rd April, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th April, at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

J. B. LIVINGSTON &amp; CO., Agents.

Hongkong, 12th April, 1912. [300]

## Notices

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES &amp; CO., General Managers.

11 Robinson, 11th Ave., 1910. [306]

## WING KEE &amp; CO.

47-49, Connaught Rd.

## SHIPHANDLERS, PROVISION &amp; COAL MERCHANTS.

HONGKONG, 2nd Mar., 1911. [55]

E. C. WILKS, M.L.Mech., E.A.M.N.A., Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches.

ALEXANDER BUILDINGS, 2nd Floor, 11 Robinson, 1st Mar., 1911. [30]

## Banks

## INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippines and the Republic of Panama.

Head Office—40, Wall Street, New York.

London Office—35, Bishopsgate, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manila, Peking, San Francisco, Shanghai, Yokohama.

Capital and Reserve \$1,000,000,000.

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened, on the usual terms.

DEPOSITS RECEIVED, fixed for the year at 4 per cent. or for shorter periods, at rates, which may be ascertained on application.

LETTERS OF CREDIT AND DRAFTS issued on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

PURCHASE AND SALE OF Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

9, Queen's Road, Hongkong.

Hongkong, 22nd March, 1912. [19]

## THE YOKOHAMA SPECIE BANK, LIMITED.

Established 1880.

AUTHORIZED CAPITAL Yen 48,000,000.

PAID-UP CAPITAL " 8,000,000.

RESERVE FUND " 17,000,000.

Head Office—YOKOHAMA.

Branches and Agencies at:—

Ahang-Hsien, Nagasaki, Hankow, New York, Calcutta, Osaka, Hongkong, Peking, London, San Francisco, Lyons, Tientsin, Tokyo.

INTEREST ALLOWED ON CURRENT ACCOUNTS.

Deposits received for fixed periods at rates to be obtained on application.

TAKEO TAKAMICHI, Manager.

Hongkong, 1st April, 1912. [18]

## Public Companies

## CHINA TRADERS' INSURANCE CO., LTD.

Notice to Shareholders.

NOTICE is hereby given that the Forty-Sixth Ordinary Yearly Meeting of the Company will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd April, 1912, at 12.30 p.m., for the purpose of receiving the report of the Directors together with the statements of account to 31st December, 1911, and of declaring Dividends, etc.

The Transfer Books of the Company will be closed from 18th April to the 23rd April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 3rd April, 1912. [290]

## UNION INSURANCE SOCIETY OF CANTON, LTD.

Notice to Shareholders.

NOTICE is hereby given that the Thirty-Ninth Ordinary Yearly Meeting of the Society will be held at its Head Office, No. 2, Queen's Buildings, Hongkong, on TUESDAY, the 23rd April, 1912, at Noon, for the purpose of receiving the report of the Directors together with the statement of account to 31st December, 1911, and of declaring Dividends, etc.

The Transfer Books of the Society will be closed from 18th April to the 23rd April, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE, Secretary.

Hongkong, 3rd April, 1912. [289]

## GULA KALUMPONG RUBBER ESTATES, LIMITED.

(Incorporated in the United Kingdom)

## COLONIAL REGISTER.

Notice to Shareholders.

NOTICE is hereby given that the Transfer Books of the Company will be closed from the 4th to 18th April, 1912, both days inclusive.

By Order of the Board of Directors,

LOWE, BINGHAM & MATTHEWS, Secretaries.

Hongkong, 4th April, 1912. [281]

## THE FAMINE IN CHINA.

EIGHT Famous Districts with an area of 20,000 square miles.

TWO and a half million people facing starvation.

PLEASE SEND YOUR CONTRIBUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Trustees, H.C. GULLAND, Esq., Manager, International Baring Corporation, Shanghai.

Hongkong, 24th Jan., 1912. [111]

## Banks

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000.

RESERVE FUND \$10,000,000.

RESERVE LIABILITY OF FIDELITY \$10,000,000.

COURT OF DIRECTORS:—

F. H. Armstrong, Esq., Chairman.

Andrew Forbes, Esq., Deputy Chairman.

G. F. Fyfe, Esq., W. L. Robinson, Esq., G. R. Gubbay, Esq., Hon. Mr. C. H. Ross, G. R. Landon, Esq., H. A. Gies, Esq., F. Lieb, Esq.

CHIEF MANAGER:—

Hongkong—N. J. STARR.

MANAGER:—

Shanghai—H. R. R. HUYSTER.

LONDON BANKERS—LONDON CREDIT AND WESTMINSTER BANK LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Accounts at the rate of 3 per cent. on the daily balance.

ON FIXED DEPOSITS:—

For 1 month, 5% per cent. per annum.

For 3 months, 5 1/4% per cent. per annum.

For 6 months, 5 1/2% per cent. per annum.

For 12 months, 5 3/4% per cent. per annum.

N. J. STARR, Chief Manager.

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2% per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4% per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STARR, Chief Manager.

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

## HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,200,000.

RESERVE FUND \$1,650,000.

RESERVE LIABILITY OF PROPRIETORS \$1,200,000.

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.

Hongkong, 1st April, 1912. [28]

## DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP \$7,500,000.

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS—BERLIN.

BRANCHES:—

Berlin, Calcutta, Canton, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama.

LONDON BANKERS:—

Messrs. N. M. Rothschild & Sons, The Union of London and Smith's Bank, Limited.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.

DIRECTOR DER DISCOUNT GESELLSCHAFT.

INTEREST allowed on Current Accounts. DEPOSITS received on terms which may be learned on application.

Every description of Banking and Exchange business transacted.

R. TIMMERSCHIEDT, Manager.

Hongkong, 8th Oct., 1911. [2]

## THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital \$1,500,000.

Subscribed " 1,125,000.

Paid Up " 582,000.

Reserve Fund " 365,000.

HEAD OFFICE:—



